

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS
AND CANALS

For the Fiscal Year from April 1st, 1918,
to March 31st, 1919

Submitted in accordance with the provisions of the Revised Statutes of Canada
1916, Chapter 35, Section 33.

PRINTED BY ORDER OF PARLIAMENT



OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

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(No. 20-1000)

INDEX.

*To His Excellency the Duke of Devonshire, K.G., P.C., G.C.M.G., G.C.V.O., etc., etc.,
Governor General and Commander in Chief of the Dominion of Canada.*

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the fiscal year ending March 31, 1919.

J. D. REID,
Minister of Railways and Canals.

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REPORT
OF THE
DEPUTY MINISTER OF RAILWAYS AND CANALS
FOR THE YEAR ENDING MARCH 31, 1919.

To the Honourable J. D. REID,
Minister of Railways and Canals.

SIR,—I have the honour to submit herewith the annual report of the Department of Railways and Canals for the fiscal year ending March 31, 1919.

The policy of strictest economy in the matter of printing is closely followed again, as in previous years. The highly condensed form of the statements of former years has been continued, these, however, giving full particulars as to all revenues and expenditures.

The statements of the Canadian Government Railways and of the Canadian Northern Railway System have been kept separate throughout, as this latter railway makes a separate annual report.

The fiscal year of the Canadian Northern Railway System ends December 31 under the authority of chapter 13, 9-10, George V.

The summary of the result of the operation of both railways is contained in the statements following:—

I have the honour to be, sir,

Your obedient servant,

G. A. BELL,
Deputy Minister.

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I.—CANADIAN NATIONAL RAILWAYS.
STATEMENT OF REVENUE AND EXPENDITURE.

| Operating Revenues. | Canadian Government Railways, 12 months ending Mar. 31, 1919. | St. John and Quebec, 12 months ending Mar. 31, 1919. | Canadian Northern Railway System, 12 months ending Dec. 31, 1918. | Grand total. |
|--|--|--|---|-----------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Passenger traffic..... | 8,850,909 57 | 32,270 14 | 7,824,444 44 | 16,707,624 15 |
| Freight traffic..... | 27,251,553 41 | 101,987 94 | 36,735,869 46 | 64,089,410 81 |
| Mails and express..... | 1,240,359 36 | 3,407 11 | 1,209,804 67 | 2,453,571 14 |
| Miscellaneous..... | 181,874 93 | | 1,539,893 34 | 1,721,768 27 |
| Ocean traffic..... | 538,966 83 | | | 538,966 83 |
| Total revenue..... | *38,063,664 10 | 137,665 19 | 47,310,011 91 | 85,511,341 20 |
| <i>Operating Expenses.</i> | | | | |
| Maintenance of way and structures..... | 10,177,188 59 | 80,555 26 | 9,060,264 79 | 19,318,008 64 |
| Maintenance of way and structures, equipment | 7,861,706 77 | 8,787 92 | 8,498,673 11 | 16,369,167 80 |
| Traffic expenditure..... | 514,046 59 | 4,043 47 | 797,181 68 | 1,315,271 74 |
| Transportation expenditure..... | 23,121,416 15 | 95,572 19 | 23,907,348 28 | 47,124,336 62 |
| Miscellaneous expenditure..... | 642,370 96 | | 576,071 12 | 1,218,442 08 |
| General expenditure..... | 686,402 74 | 3,731 21 | 1,223,410 96 | 1,913,544 91 |
| Operating expenditure, total..... | 43,003,131 80 | 192,690 05 | 44,062,949 94 | 87,258,771 79 |
| Hire of equipment..... | 157,866 22 | 29,737 38 | | 187,603 60 |
| Taxes, rental, joint facilities, etc..... | 693,804 22 | 46,174 85 | 1,599,325 32 | 2,339,304 39 |
| Total..... | 43,854,802 24 | 268,602 28 | 45,662,275 26 | 89,785,679 78 |
| <i>Summary.</i> | | | | |
| Revenue..... | 38,063,664 10 | 137,665 19 | 47,310,011 91 | 85,511,341 20 |
| Expenditure..... | 43,854,802 24 | 268,602 28 | 45,662,275 26 | 89,785,679 78 |
| Net earnings, Canadian Northern Ry..... | | | 1,647,736 65 | |
| Deficit, Canadian Government Rys..... | 5,791,138 14 | | | |
| Deficit, St. John and Quebec Ry..... | | 130,937 09 | | |
| Net deficit, all lines..... | | | | 4,274,338 58 |

*Hire of equipment in connection with the Canadian Government Railways is not deducted. It is added to working expenses in above statement to conform with Canadian Northern Railway System statement.

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II.—CANADIAN NORTHERN RAILWAY SYSTEM.

STATEMENT OF OPERATING EXPENDITURE AND REVENUE.

The purchase of the Canadian Northern Railway stock by the Dominion Government having been made as from September 30, 1917, the annual report concerning Revenue and Operating Expenses, etc., has been made in two periods, as follows: From the 1st of October, 1917, to December 31, 1917, and from January 1, 1918, to December 31, 1918.

STATEMENT OF REVENUE AND EXPENDITURE FOR THE FIRST PERIOD.

| <i>Revenue.</i> | | |
|--|-----------------|-----------------|
| Revenue.. | \$11,264,978 56 | |
| Miscellaneous earnings.. | 361,566 21 | |
| | | \$11,626,544 77 |
| <i>Expenditure.</i> | | |
| Working expenses.. | \$ 9,853,944 56 | |
| Rental, taxes, etc.. | 326,934 21 | |
| | | 10,180,878 77 |
| Net earnings.. | | \$ 1,445,666 00 |
| Other expenditure, fixed charges (system), interest, etc.. . . | | 3,779,718 53 |
| Net deficit.. | | \$ 2,334,052 53 |

The results of the operation of the System
for the second period are as follows:—

| <i>Gross earnings—</i> | | |
|--|-----------------|-----------------|
| Passenger traffic.. | \$ 7,824,444 44 | |
| Freight traffic.. | 36,735,869 46 | |
| Express, mail and telegraphs.. . . . | 1,212,881 95 | |
| Miscellaneous earnings.. | 1,536,816 06 | |
| | \$47,310,011 91 | |
| Interest and profits from elevator, sub- sidiary companies, investments, etc. | 1,752,700 59 | |
| | | \$49,062,712 50 |
| Working expenses.. | \$44,062,949 94 | |
| Hire of equipment, taxes, rentals, etc.. | 1,599,325 32 | |
| | | 45,662,275 26 |
| Net earnings.. | | \$ 3,400,437 24 |
| Interest charges.. | | 17,898,246 74 |
| Net deficit.. | | \$14,497,809 74 |
| The total deficit for 15 months to December 31, 1918, amounts to.. | | \$16,831,862 27 |

Mileage.—The mileage in operation December 31, 1918, was 9,566.5.

Operating Revenues.—The gross earnings for 1918 increased by \$5,839,990.07 over 1917 or 14.08 per cent.

Traffic.—The passenger traffic shows an increase of \$769,016.63 over the previous year, although about 389,000 passengers less were carried. The number of revenue tons decreased by 545,035 tons, largely due to the poor grain crop of 1917. The statement shows a decrease of 18,986,113 bushels of grain handled as compared with the previous twelve months.

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Operating Expenses.—These increased considerably due principally to the increase in wages and a most severe winter without parallel in the history of railway operation.

During the year the payroll increased from \$1,890,000 to \$2,815,000, an increase of \$925,000, or almost 50 per cent. Apart from wages, other operating expenses also show large advances. Under these exceptional conditions the cost of operation for the year has advanced \$10,036,297.51 or 29.40 per cent.

Land Sales.—Since the last annual report land sales amounted to \$1,588,264.14, an average of \$19.45 an acre; 818,958 acres still remain unsold.

New Equipment.—To provide for additional train service, the following equipment was ordered and delivered during the year:—

| | |
|------------------------|-------------------|
| 70 Locomotives, | 500 flatcars, |
| 150 Refrigerator cars, | 250 Gondola cars, |
| 5,000 Box cars, | 500 Flat cars, |
| 300 Stock cars, | 40 Tank cars. |

Lines acquired.—The Toronto Suburban Railway (operated by electricity), with a mileage of 65 miles constructed and in operation and 19 miles of line under construction, was acquired during the year.

Terminals.—The Leaside terminal at Toronto was put in operation during the summer of 1919. This plant provides repair facilities to the Ontario lines.

Montreal Tunnel.—This tunnel is in use since October 21, 1919.

Construction and Betterments.—A programme of construction was adopted providing for the completion of partly constructed and also of projected lines.

For further details on the management of the Canadian Northern Railway System, the annual report published by the management should be consulted.

OCEAN STEAMSHIP SERVICES.

Early in 1918 the Dominion Government, realizing the need of a mercantile fleet to develop Canadian export trade, placed orders with Canadian shipbuilding firms for a large number of ocean-going steamships. The Government has arranged for these steamers to be operated by a company under the charter name of the Canadian Government Merchant Marine, Limited, the directors of which company are members of the Railway Board. Up to date twelve boats have been delivered, and the following services have been established: Montreal and St. Johns, Newfoundland, Cuba, the West Indies, South America and various United Kingdom ports, which services will continue from Halifax or St. John during the winter months. Cargoes have also been carried to French ports and from Vancouver to United Kingdom ports via the Panama canal, and a service from Vancouver to Australia is just about to be established. Additional services have been arranged for as soon as other vessels are delivered by the builders, and the operation of the boats is confidently expected to reflect most satisfactory results in the building up of Canadian trade, from which the Canadian National railways should receive substantial benefits in traffic returns.

SESSIONAL PAPER No. 20

III.—GENERAL SUMMARY.

*EXPENDITURE OF THE CANADIAN GOVERNMENT RAILWAYS.

The expenditure made by or through the department during the fiscal year ended March 31, 1919, amounted to \$92,227,084.05, of which \$85,390,725.60 was for railways, \$3,964,508.74 for canals, and \$2,871,849.71 for general expenditure.

The railway expenditure chargeable to capital account amounted to \$40,849,942.43, of which \$12,767,481.83 was for the Canadian Government railways rolling stock, \$10,537,031.24 for the Intercolonial railway; \$3,489,313.53 for the purchase of the Quebec and Saguenay railway, \$1,149,900.79 on construction of the Quebec and Saguenay railway, also \$207,092.20 for rails, etc., on the same railway; \$732,752.53 for the Prince Edward Island railway; \$126,201.30 for the New Brunswick and Prince Edward Island railway; \$1,450,304.81, less \$660,000 received from the sale of the car ferry *Leonard*, and also less \$149,799.91 for a cheque in favour of J. G. Hearn returned and deposited to the credit of the Receiver General, for the National Transcontinental railway; \$37,829.81 for the Moncton and Buctouche railway; \$42,304.58 for the Salisbury and Albert railway; \$34,566.47 for the St. Martins railway; \$7,250.60 for the York and Carleton railway; \$47,209.98 for the Elgin and Havelock railway, and \$9,733,333.24 for the purchase of the stock of the Canadian Northern railway; \$562,557.80 for the Hudson Bay railway, and \$77,849.84 for the International railway.

The expenditure for the Quebec Bridge amounted to \$656,761.79.

The railway expenditure chargeable to working expenses amounted to \$43,889,626.07, as follows: \$28,242,111.11 for the Intercolonial railway, \$549,310.26 for the International railway of New Brunswick, \$13,028,381.49 for the National Transcontinental railway, \$1,596,049.91 for the Prince Edward Island railway, \$192,690.05 for the St. John and Quebec railway, \$68,432.48 for the Moncton and Buctouche railway, \$95,967.51 for the Salisbury and Albert railway, \$45,930.81 for the St. Martins railway, \$22,409.05 for the York and Carleton railway, and \$48,343.40 for the Elgin and Havelock railway.

The amount paid for miscellaneous railway expenditure amounted to \$432,351.78, of which the amount chargeable to revenue is \$17,000, and the amount chargeable to income account \$415,351.78.

The expenditure on railway subsidies amounted to \$218,805.32.

EXPENDITURE ON CANALS.

The expenditure on canals, which amounted to \$3,964,508.74, was as follows: \$2,211,935.48 on capital account, \$164,046.18 on income account, \$1,588,527.08 on revenue account. Of this last sum, \$846,588.98 was chargeable to staff and \$741,938.10 to repairs.

The miscellaneous expenditure amounting to \$2,871,849.71, was expended as follows: \$744,575.08 for war appropriation, \$335,384.68 for Halifax Restoration, \$1,791,331.97 for miscellaneous open railway equipment account, statutes of 1918, chap. 38, and \$557.98 for sundries.

* Canadian Northern Railway System not included.

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REVENUE.

The revenue received from both the railways and canals amounted to \$38,400,-379.69.

The revenue from the railways amounted to \$38,013,725.69 as follows: \$26,435,-343.78 was received from the Intercolonial railway, including the New Brunswick and Prince Edward Island railway; \$202,354.27 from the International railway; \$10,412,407.56 from the National Transcontinental railway; \$741,514.58 from the Prince Edward Island railway; \$107,927.81 from the St. John and Quebec railway; \$32,610.20 from the Moncton and Buctouche railway; \$13,447.08 from the Elgin and Havelock railway; \$16,694.06 from the St. Martins railway; \$6,954.35 from the York and Carleton railway, and \$44,472 from the Salisbury and Albert railway.

The revenue from the canals amounted to \$387,654.90. Of this, the receipts from the Port Colborne elevator amounted to \$129,676.68, the balance having been received for rents, harbour dues, etc.

WORKING EXPENSES AND REVENUE COMPARED.

The railway working expenses amounting to \$43,889,626.07, and the revenue amounting to \$38,013,725.69 only, leaves a deficit of \$5,875,900.38 on the operation of the Canadian Government railways.

The deficit of each of the railways operated by the Government is shown in detail in Appendix II, the report of the management of the Canadian Government railways.

IV.—CANADIAN GOVERNMENT RAILWAYS.

COMPARATIVE STATEMENTS.

The passenger, freight, mails, express, ocean traffic, etc., less hire of equipment amounting to \$157,866.22, amounted on government-owned lines in 1917-18 to \$27,176,518.58, and in 1918-19 to \$37,905,797.88, an increase of \$10,729,279.30.

The total of working expenses on the government-owned lines in 1917-18 was \$33,259,488.02 and in 1918-19 \$43,696,936.02, an increase of \$10,437,448.

The maintenance of ways and structures and equipment in 1917-18 amounted to \$13,268,810.39 and in 1918-19 to \$18,038,895.36, an increase of \$4,770,084.97.

The traffic expenses in 1917-18 amounted to \$442,456.42 and in 1918-19 to \$514,046.59, an increase of \$71,590.17.

The transportation expenditure on government-owned lines amounted to \$17,877,-073.67 in 1917-18, and to \$23,121,416.15 in 1918-19, an increase of \$5,244,342.48.

Miscellaneous expenditure chargeable to working expenses, (including rental of leased lines), which in 1917-18 amounted to \$1,671,147.54, amounted to \$2,022,577.92 in 1918-19, an increase of \$351,430.58.

The repairs to locomotives, freight and passenger cars, which amounted in 1917-18 to \$5,069,880.37, amounted in 1918-19 to \$6,702,137.81, an increase of \$1,632,257.44.

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The mileage of the government-owned railways in operation amounted to 4,092.98 miles and 120.35 miles for the St. John and Quebec Railway, a total in operation of 4,213.33 miles, not including 80.16 miles of second main line; 338.03 miles of passing sidings, and 735.16 of other sidings and spurs, the grand total of mileage of track being 5366.68 miles.

The earnings per miles of railway for the government-owned lines in 1917-18 were \$6,765.95 and in 1918-19, \$9,149.29, an increase of \$2,383.34.

The expenditure per mile of railway for the government-owned lines in 1917-18 was \$8,310.96 and in 1918-19 \$10,541.39, an increase of \$2,230.43.

The earnings per train mile of government-owned lines in 1917-18 amounted to \$2.15 and in 1918-19 to \$2.98, an increase of 83 cents.

The expenditure per train mile on same railways in 1917-18 amounted to \$2.63⁴⁹/₁₀₀ and in 1918-19 to \$3.44¹¹/₁₀₀; an increase of 80⁶²/₁₀₀ cents.

The total train mileage on the government-owned railways amounted to 12,471,308 miles in 1917-18 and to 12,538,149 miles in 1918-19, an increase of 66,841 train miles.

ST. JOHN AND QUEBEC RAILWAY.

The earnings for passenger, freight traffic, and mails and express amounted, in 1917-18, to \$64,438.29 and in 1918-19 to \$107,927.81, an increase of \$43,489.52.

The transportation expenditure in 1917-18 amounted to \$80,713.93 and in 1918-19, to \$192,690.05, an increase of \$111,976.12.

The maintenance of way and structures and maintenance of equipment in 1917-18, amounted to \$53,414.05 and in 1918-19 to \$89,343.18, an increase of \$35,929.13.

The earnings per mile in 1917-18 were \$537.57 and in 1918-19 \$896.78, an increase of \$359.21.

The expenditure per mile in 1917-18 amounted to \$1,176.04 and in 1918-19 to \$1,601.08, an increase of \$425.04.

The total train mileage in 1917-18 was 75,491 and in 1918-19, 79,496, an increase of 4,005 miles.

CANADIAN GOVERNMENT RAILWAYS—

STORES.

The value of stores purchased, and charges from other departments, was \$29,225,669.49, and the value of stores issued \$22,627,004.55 and sold \$1,683,211.14. There is yet on hand a balance of \$11,497,649.13.

SUNDRIES.

The report of the Management of the Canadian Government Railways (Appendix II) contains in tabulated form the complete statements concerning the operation and maintenance of the Canadian Government railways, and should be referred to for details.

The report of the Accountant of the Department, Appendix I, will show all the revenue received and the expenditure incurred by the department in properly classified statements.

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GRAND TOTALS OF EXPENDITURE AND REVENUE.

The grand total of the expenditure to March 31, 1919, amounts to \$1,067,463,303.67, of which \$890,503,207.64 was for railways, \$171,432,799.73 for canals, and \$5,527,296.30 for sundries.

The grand total of the revenue received to March 31, 1919, amounts to \$331,117,775.47, of which \$313,649,981.03 is from railways and \$17,467,794.44 for canals.

TOLLS.

No tolls have been collected on the canals since the close of navigation in 1903.

V.—RAILWAYS IN OPERATION.

INTERCOLONIAL RAILWAY.

This railway extends from the Atlantic Ocean ports of Halifax, St. John, Sydney, and North Sydney to Ste. Rosalie, in the province of Quebec, with running rights over the Grand Trunk railway from this point to Montreal.

On March 1, 1898, the operation of the Intercolonial, the westerly limit of which previously was Lévis, opposite Quebec, was extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway Companies, making an addition of 169.81 miles to the Government line.

The leasing agreement for an undivided half share or interest, made with the Grand Trunk Railway Company, and dated February 1, 1898, was confirmed, with modification, by the Act 62-63 Vic., chap. 5 (1899). It covers the distance between Ste. Rosalie station and the city of Montreal, with termini in that city; also the Jacques-Cartier junction, the Chaudière bridge and its approaches, and the use of the Victoria Bridge over the river St. Lawrence above Montreal. Its term extends for a period of ninety-nine years from March 1, 1898, renewable in like terms of ninety-nine years each, forever; the annual rental being fixed at \$140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899), the Drummond County railway from Chaudière to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On October 1, 1904, the Canada Eastern railway, from Gibson to Loggieville, 123.67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's bridge, with connected property, 1.33 miles, was surrendered to the Government.

In September, 1911, the branch line, 12.52 miles long, from Ferrona Junction to Sunny Brae, was acquired.

The Intercolonial railway touches six Atlantic Ocean ports, namely, Pointe du Chêne, Pictou, Halifax, St. John, Sydney, and North Sydney, as well as the river St. Lawrence ports of Lévis, opposite Québec and Montreal.

The total length of the road operated during the year ended March 31, 1919, was 1,563.81 miles, including 5.95 miles for the Vale railway.

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WINDSOR BRANCH RAILWAY.

This road runs from Windsor Junction, on the Intercolonial railway, to Windsor, N.S., where it connects with the Dominion Atlantic railway. It is 32 miles in length.

The road is leased to the Dominion Atlantic Railway Company (C.P.R.) for a period of 99 years from January 1, 1914, at an annual rental of \$22,500.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

Under an agreement dated March 18, 1915, ratified by the Act of 1915, chapter 16, and under Order in Council of May 12, 1915, this railway has been purchased by the Government, as part of the government railway system, for the sum of \$270,000. The agreement provided that it should be held to have come into force on August 1, 1914, and that the Government should have the right to sole possession, to operate the road, and to receive all its revenues, until the transfer is completed and the purchase price paid. The transfer has not yet been completed, but the road was taken over on August 31, 1914, and has since been operated by the Government.

The road is 36.05 miles in length, and runs from Sackville to Cape Tormentine, New Brunswick, forming a connection between the Intercolonial railway and the new car ferry between Cape Tormentine, and Borden, Prince Edward Island.

This railway during the present has been operated as a part of District No. 3 of the Intercolonial railway.

PRINCE EDWARD ISLAND RAILWAY.

This railway extends the full length of the island, from Tignish, in the extreme northwest, to Elmira in the east, with branches to Borden, Murray Harbour, Georgetown and Souris.

The mileage in operation amounts to 276.29 miles of railway, and is of the narrow gauge of three feet six inches in width.

The distance from Charlottetown to Summerside and from Emerald Junction to Borden has been laid with a third rail making this part of the line available for the use of standard gauge rolling stock.

The connection with the mainland, across Northumberland strait, is made by the government-owned car ferry *Prince Edward Island*, which crosses the strait between Borden and Cape Tormentine, N.B.

The steamer *Northumberland* also crosses the strait from Summerside to Pointe du Chêne on the mainland. By the means of these ferries the Island railways are placed in direct connection with the Canadian Government Railways on the mainland.

The track to Cape Traverse for about one and one-half miles has been lifted and the line diverted to Borden, a station having been built at the first point to accommodate local traffic.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

Under an agreement, dated August 1, 1914, ratified by the Act of 1915, chapter 16, and under an Order in Council of August 27, 1914, a lease of this railway has

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been entered into by the Government for a term not exceeding five years, at an annual rental of \$90,000, payable half-yearly, with option of purchase at any time within that period for the sum of \$2,700,000. The road was taken over, as part of the Government railway system, on August 1, 1914. It is 111.30 miles in length, extending from the Intercolonial Railway at Campbellton, N.B., to St. Leonards, N.B., on the Edmundston Branch of the Canadian Pacific Railway. The line is equipped with telegraph and telephone owned by the company, and is satisfactorily built and completed in all details.

Details as to working expenses, earnings, traffic, etc., will be found in the reports of the General Manager of Government Railways, Appendix II.

ST. JOHN AND QUEBEC RAILWAY.

By the Act of 1912, chapter 49, a certain agreement, dated March 5, 1912, made on behalf of the Dominion and the province of New Brunswick and the St. John and Quebec Railway Company for leasing to the Dominion, for a term of ninety-nine years, the company's railway, when fully constructed, from the city of St. John, N.B., to a point of connection with the Transcontinental railway at or near the town of Grand Falls, N.B., was ratified; the Act to come into force on proclamation by the Governor in Council. The agreement provided that on construction and equipment of certain sections, the Dominion would lease and operate the same.

The road extends from Centreville to Gagetown, 120.35 miles. The portion from Centreville to Fredericton was taken over for operation by the Canadian Government Railways on January 1, 1915, and the portion from Fredericton to Gagetown on March 2, 1915.

Details as to working expenses, earnings, traffic, etc., will be found in the reports of the General Manager of Government Railways (Appendix II).

HUDSON BAY RAILWAY.

This railway will extend from The Pas, Manitoba, a point on the river Saskatchewan, where connection is made with the Canadian Northern Railway system, to Port Nelson, on the Western coast of Hudson bay. Tide tables of Hudson bay, Hudson strait and James bay have lately been prepared by the Naval Service Department.

The work of construction for the first 185 miles, from The Pas to Thicket Portage, was placed under contract in August, 1911. A contract for a further distance of 68 miles, from Thicket Portage to Split Lake junction, was let on September 20, 1912, and a third contract, covering the distance, 165 miles, from Split Lake junction to Port Nelson, on December 17, 1912.

The final location into Port Nelson was completed in August, 1914, making the total length of the line from The Pas to Port Nelson, 424 miles.

The main line and sidings necessary for the operation of light traffic extend for 334 miles from The Pas to Kettle rapids on the Nelson river.

The railway was taken over from the contractor October 9, 1918, and has since been operated by the Canadian Government Railways' Management.

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There remains a distance of 90 miles of line on which track has yet to be laid. The piers and abutments of the Kettle Rapids bridge are completed and the steel erected.

The work of constructing the railway terminus at Port Nelson is being carried on by the Department. The deep water development of this harbour consists of an artificially constructed island, about two-thirds of a mile from shore, on the outer edge of the tidal flats. It is connected with the main land by a bridge of seventeen spans. This island is one-half of a mile in length, and enclosed on three sides by crib-work, which has been partly filled, and partly back-filled, with gravel, rock, etc .

The preparation of a new set of charts of the Nelson River estuary was carried through. Surveys were made and the findings therefrom indicate very satisfactory conditions for navigation.

Further details of these works will be found in Appendix III, the report of the Chief Engineer of the Department.

Communication with Port Nelson is afforded by means of Marconi wireless stations established at that point and at The Pas. The wireless station was closed temporarily at the end of the season.

The expenditure for the fiscal year ended March 31, 1919, was \$562,557.80, making the total expenditure up to that date, \$20,796,445.17.

VALE RAILWAY.

Under an Order in Council dated January 8, 1917, and authority of the Act of 1915, cap. 16, Geo. V, the Government has entered into an agreement with the Acadia Coal Co., Limited, for the leasing of the Vale railway for a period of ten years, at the rate of \$1,200 a year from May 1, 1915, with the option of purchasing the railway at any time during the said period of ten years for the sum of \$30,000.

This railway, which is about five and three-quarter miles in length, connects the coal mines at Thorburn, N.S., with the Intercolonial railway at New Glasgow.

The railway is operated by the Canadian Government Railways.

ST. MARTINS RAILWAY.

Under Orders in Council dated May 22, 1918, and August 30, 1918, and authority of the Act of 1915, cap. 16, an agreement dated July 18, 1918, was entered into between the Government and the St. Martins Railway Company for the purchase by His Majesty the King of the St. Martins railway for the consideration of \$65,000, plus a release to the company of the outstanding accounts due the Canadian Government Railway system existing at June 1, 1918, and arising out of the operation of the company's line during the winter of 1917-18.

The railway joins the Intercolonial railway at Hampton, 22 miles from St. John, and runs southward to St. Martin's on the Bay of Fundy, a distance of thirty miles. It was taken over for operation as part of the Canadian Government Railways system on June 1, 1918.

The working expenses of the road during the fiscal year ended March 31, 1919, amounted to \$45,930.81, and the revenue to \$16,694.06. Further details on the operation of this railway will be found in Appendix II.

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SALISBURY AND ALBERT RAILWAY.

Under Orders in Council dated May 22, 1918, and August 30, 1918, and authority of the Act of 1915, cap. 16, an agreement dated April 10, 1919, was entered into between the Government and the Salisbury and Albert Railway for the purchase of the line at the price of \$75,000, plus the outstanding accounts due to the Canadian Government Railways, amounting to about \$74,785.82.

This railway extends from Salisbury on the Intercolonial railway to Albert on Chignecto bay, a distance of forty-five miles, and has been operated since July 1, 1918, as part of the Canadian Government Railways system.

The working expenses of the road during the fiscal year ended March 31, 1919, amounted to \$95,967.51, and the revenue to \$44,472.

Further details concerning the operation of this railway will be found in Appendix II.

YORK AND CARLETON RAILWAY.

Under Orders in Council dated May 22 and August 30, 1918, and authority of the Act of 1915, cap. 16, an agreement dated August 29, 1918, was entered into between the Government and the York and Carleton Railway Company for the purchase of the York and Carleton railway for the consideration of \$18,000, plus a release to the company from all claims in favour of the Canadian Government Railways system amounting to about \$1,398.93, existing on June 1, 1918, and arising out of the operation of the company's line during the winter of 1917-18.

The railway, which is $10\frac{1}{4}$ miles in length, extends from Cross Creek on the Fredericton branch of the Canadian Government railways to Ryan Brook. The railway has been taken over and operated as part of the Government Railway system since June 1, 1918.

The working expenses of the road during the fiscal year amounted to \$22,409.05, and the revenue to \$6,954.35. Details relating to the operation will be found in Appendix II.

MONCTON AND BUCTOUCHE RAILWAY.

Under Orders in Council dated May 22 and August 30, 1918, and authority of the Act of 1915, cap. 16, an agreement was entered into between the Government and the Moncton and Buctouche Railway Company for the purchase, by His Majesty the King, of the Moncton and Buctouche railway for the consideration of \$70,000 and a release to the company from all outstanding claims, amounting to about \$42,026.27, existing up to and on June 1, 1918, when the Canadian Government Railway system took the line over for operation.

This railway is about 30 miles in length and extends from Moncton, N.B., to Buctouche on Northumberland strait.

The working expenses of the road amounted to \$68,432.48, and the revenue to \$32,610.20, during the last fiscal year.

Further details concerning operation will be found in Appendix II.

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ELGIN AND HAVELOCK RAILWAY.

Under Orders in Council dated May 22 and August 30, 1918, and authority of the Act of 1915, cap. 16, an agreement was entered into between the Government and the Elgin and Havelock Railway Company for the purchase of the Elgin and Havelock railway by His Majesty the King for the consideration of \$30,000, plus a release to the company from all claims existing on June 1, 1918, in favour of the Canadian Government Railway system, amounting to about \$6,860.85.

This railway extends from Petitcodiac, westward, to Havelock, 12 miles, with a one-mile siding to Havelock Mineral Springs, and from Petitcodiac, southward, to Elgin, 14 miles.

The road was taken over for operation as part of the Canadian Government Railway system on June 1, 1918.

The working expenses of the railway during the fiscal year ended March 31, 1919, amounted to \$48,343.40, and the revenue to \$13,447.08.

Further details in connection with the operation of this road will be found in Appendix II.

REMARKS.

Owing to the fact that the several New Brunswick railways mentioned above have not a right of way of a definite width with clearly established boundaries, the province of New Brunswick passed an Act, 9 Geo. V, cap. 19, assented to April 15, 1919, to remedy this defect.

QUEBEC AND SAGUENAY RAILWAY.

Under the authority of the Acts of 1915, chapter 16, and 1916, chapter 22, an agreement dated July 25, 1916, was entered into by His Majesty the King and the Quebec and Saguenay Railway Company; the Quebec Railway Light and Power Company; the Lotbinière and Megantic Railway Company and the Quebec Railway Light, Heat and Power Company, for the purchase of the Quebec and Saguenay railway, described as extending from St. Joachim, Que., to Nairn Falls; the Lotbinière and Megantic railway, extending from Lyster to St. Jean des Chaillons, and the Quebec Railway, Light and Power Company's line extending from Quebec to St. Joachim.

The purchase price was to be the value thereof as determined by the Exchequer Court of Canada on certain basis set out in section 2 of the Act of 1916, chapter 22, and the date that the Government was to take the lines over fixed at June 30, 1916.

At the close of the fiscal year the Quebec and Saguenay Railway is the only railway of the above-mentioned lines yet taken over. This railway not being fully completed and the need of its being promptly completed being recognized, it was recommended by Mr. Gordon Grant, chief engineer of the Transcontinental Railway Commission, that the company's plan of contracting for the completion of the road with the original contractors, Messrs. O'Brien and Doheny, was the best and most reasonable way of completing the said railway.

Under authority of Orders in Council dated August 31, 1916, and February 15, 1917, an agreement was entered into by the Government with the contractors and

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the Quebec and Saguenay Railway to pay the contractors out of the parliamentary vote available for the work to be performed on the railway under the direction of the chief engineer of the Transcontinental Railway Commission, the contractors agreeing that in the event of the Government not wishing to proceed any further with the acquisition of the railway that they would, upon notice, repay to the Government the sums paid to them as above mentioned, and, that, in the case of the acquisition of the railway being completed, any payments made to them would be considered as part payment on the purchase price. The railway company agreed to repay the contractors should these be called upon to make a refund of the amounts paid as above mentioned, the whole without prejudice to the rights of the Government and the railway company under the legislation and agreement existing between them in relation to the acquisition of the railway.

Under this agreement there was paid to March 31, 1918, the sum of \$1,703,589.90, and in 1918-19, \$1,149,900.79.

Under authority of the Appropriation Act of 1918, chapter 22, and of Order in Council dated March 4, 1919, the railway was finally purchased, free and clear of all charges, at public sale, held March 4, 1919, in Montreal, for the sum of \$3,489,313.53, making the total cost of the road to date \$6,342,804.22.

The line extends from Cap Tourmente, P.Q., to Murray Bay wharf, 55 miles, and from this point to Nairn's Falls, 7.3 miles, a total distance of 62.3 miles. Cap Tourmente is 30.5 miles distant from the city of Quebec.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement dated July 29, 1903, ratified by the Dominion Act of that year, chapter 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chapter 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chapter 122, undertook certain obligations in respect of the construction and operation of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean. The railway is composed of two divisions, namely, the "Eastern Division," between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and, in the province of Manitoba, to the city of Winnipeg, and the "Western Division," between Winnipeg and the Pacific ocean. The "Eastern Division" has been constructed by the Government under commissioners appointed by the Governor in Council, and on completion was to be leased to and maintained and operated by the company, who undertook to construct at their own cost, and maintain and operate, the "Western Division." The lease of the "Eastern Division" was to be for a period of fifty years, at a rental of 3 per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions to be equipped with modern and ample rolling stock by the company, the first equipment to be of a value of not less than \$20,000,000.

By the Act of 1912, chapter 39, the construction of the "Eastern Division," and its operation, until completed and leased to the Grand Trunk Pacific Railway Company, was placed under the charge and control of one commissioner (in place of four) to be appointed by the Governor in Council, and to hold office during pleasure.

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By an Order in Council, dated April 4, 1912, Mr. R. W. Leonard, C.E., the chairman of the commission as then existing, was appointed as such commissioner. Mr. Leonard having resigned, the Minister of Railways and Canals was appointed commissioner by an Order in Council of July 3, 1914, as authorized by the Act of that year, chapter 43.

The several government expenditures on the "Eastern Division" were made from appropriations by Parliament for the purpose, on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities were furnished monthly.

Eastern Division—Moncton to Winnipeg.

Track laying between Moncton and Winnipeg was completed (with the exception of the Quebec Bridge) in November, 1913, the last spike being driven on the 17th of that month.

During the year 1913-14 the road was operated to a limited extent by the Intercolonial Railway, for the distance, 285.25 miles, between Moncton, N.B., and Escourt, Que., a point 54.85 miles west of Edmundston, N.B. During the fiscal year 1914-15 the operation of the road was carried on by the Intercolonial Railway between Moncton and Chaudière, a distance of 455.15 miles.

On May 1, 1915, the National Transcontinental Railway from the city of Quebec to Winnipeg, a distance of 1,355.95 miles, was taken over for operation as part of the Canadian Government Railways system, and was put in operation as such on June 1, 1915.

On July 1, 1915, the Lake Superior Branch between Lake Superior Junction, on the Transcontinental Railway, and Fort William, Lake Superior, 191.75 miles, was taken over for operation by the Canadian Government Railways, having been leased by the Government from the Grand Trunk Pacific Railway Company.

Authority for the leasing of this branch by the Government was given by the Act of 1915, chapter 18, which provided that any contract for leasing for more than five years, or for the acquisition of the branch, was to be subject to ratification by Parliament.

Under authority of an Order in Council of June 2, 1915, a contract was entered into, dated June 29, 1915, for leasing the branch for 999 years from May 1, 1915, at a rental of \$600,000 a year, payable half-yearly, the first payment to be made on November 1, 1915. The contract provided for an option to the Government for the purchase of the branch for \$13,333,333.33 at any time after March 31, 1936, on notice of one year; the lease to be ratified before June 1, 1920.

The whole railway between Moncton and Winnipeg is operated by the Canadian Government Railways, under the Act of 1914, chapter 43, the distance being 2,006.75 miles, including the Lake Superior Branch, 191.75 miles, and the two branches into Quebec City; namely: the Cadorna branch, 5.88 miles, and the Champlain Market branch, 6.48 miles. The Quebec Bridge, 0.61 mile, is not included.

Details of the expenditure and of the revenue will be found in the statements of the Comptroller and Treasurer of Government Railways herewith (Appendix II), and also in the statements of the Accountant, (Appendix I).

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Western Division (Grand Trunk Pacific Railway).

The Western division extends from the western boundary of the Winnipeg terminals, on the east bank of the river Assiniboine, in the city of Winnipeg, to the city of Prince Rupert, on the Pacific coast, a distance of 1,748 miles, including the shore line of the terminal grounds.

It is divided into two sections, namely, the "Prairie Section" extending from Winnipeg, 915 miles to the east bank of Wolfe creek—a point 120 miles west of Edmonton, the capital of the province of Alberta, and the "Mountain Section," which extends from the east bank of Wolf creek to Prince Rupert, a distance of 830 miles. The terminals extend for a further distance of $3\frac{1}{4}$ miles around the water front of the city of Prince Rupert.

The whole division between Winnipeg and Prince Rupert has been operated since September 6, 1914.

By way of assistance to the company in the construction of the "Western Division," it was provided that the Government should guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction; but not to exceed \$13,000 per mile in respect of the "Prairie Section," from Winnipeg to the eastern limit of the Rocky Mountains. This limit has been established as the east bank of Wolf creek, a point 120 miles west from Edmonton.

By the Act of 1905, chapter 98, three deeds of trust by way of mortgage, set out in the said Act, were ratified and confirmed, namely, one dated June 10, 1905, between the Grand Trunk Pacific Railway Company, the Royal Trust Company, and His Majesty, to secure the issue of first mortgage bonds; the second, dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of second mortgage bonds, and the third, also dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of first mortgage bonds in respect of the branch line designated as the "Lake Superior Branch."

Payments from the proceeds of the bonds of the company for work done, etc., on the "Western Division," were made from time to time on certificates given by the Government chief engineer of this division, showing approved expenditure.

By the Act of 1909, chapter 19, authority was given for aiding in the completion of the construction of the "Prairie Section," by a loan to the company of \$10,000,000, to be secured as collateral, subject to any prior lien, by a mortgage on the "Prairie Section" of the road; such loan to bear interest at the rate of 4 per cent per annum, and to be repayable in ten years.

This loan, which was dealt with by the Department of Finance, was duly made; the mortgage deed being dated May 22, 1909.

By the Act of 1913, chapter 23, authority was given for a loan to the company not exceeding \$15,000,000, at 4 per cent interest, the loan being repayable by July 1, 1923. Under this authority, \$15,000,000 has been advanced to the company. Its debentures to an equal amount have been taken by the Government in pledge as security for this loan, as provided by the Act.

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By the Act of 1913, chapter 24, authority was given for the purchase of 3 per cent bonds of the company to the extent of the balance of the authorized issue. Such balance, to the amount of £6,800,000, has been purchased by the Government.

By the Act of 1914, chapter 34, authority was given for the guarantee of the principal and interest of an issue of 4 per cent bonds to be made by the company for the purpose of aiding the provision of the balance of moneys required for the completion of the "Mountain Section" to provide for expenditures not exceeding \$16,000,000; such bonds to be secured by a new trust deed granting mortgages or charges upon the present and future undertakings and properties of the company; such guarantee to be accepted as a full, final and satisfactory settlement of all claims by the company for further aid in respect of the construction of the "Western Division."

In pursuance of this Act, a trust deed securing the issue of bonds to the amount of £3,280,000, was executed on August 5, 1914.

By various Acts and Orders in Council, the time for completion has been extended, and by the Act of 1914 (the Grand Trunk Pacific Railway Guarantee Act), section 11, it was provided that "notwithstanding anything contained in the said trust deed of tenth of June, 1905, or in any Act or Order in Council heretofore passed, the date for the completion of the "Western Division" shall be the 31st of December, one thousand nine hundred and fifteen." By section 2 of this Act, the "Western Division" was defined as extending from the city of Winnipeg to the Pacific ocean.

By the Act of 1915, chapter 4, George V, assented to April 8th, 1915, authority was granted for a loan of \$6,000,000 to the Grand Trunk Pacific Railway against a pledge by the company of its guaranteed securities, issued in pursuance of the provisions of "The Grand Trunk Pacific Guarantee Act 1914." The loan was made against a pledge of \$7,500,000 of 4 per cent Sterling Bonds, part of \$16,000,000 guaranteed by the Government. This loan is repayable May 1, 1919. The first \$2,000,000 of this loan is at the rate of 5 per cent, and the balance at 6 per cent per annum.

By the Act of 1916, chapter 29, 6-7 George V (appropriation Act No. 2), authority was granted for a loan of \$8,000,000 at 6 per cent interest to the Grand Trunk Pacific Railway System to meet interest on securities and deficit on operation.

Under this Act loans to the amount of \$7,081,783.45 were made. This loan is repayable on demand.

By the Act of 1917, chapter 7-8 George V (appropriation Act No. 4), authority was granted for a loan to the Grand Trunk Pacific Railway System, of \$7,500,000 at 6 per cent interest, repayable on demand. This loan was authorized for the payment of interest on securities and deficit on operation. Under this Act loans to the amount of \$5,038,053.72 were made.

By the Act of 1918, chapter 52, 8-9 George V (appropriation Act No. 2), authority was granted for a second loan of \$7,500,000 at 6 per cent interest, to the Grand Trunk Pacific Railway System, repayable on demand. This loan was authorized for the payment of interest on securities, deficit on operation, for betterments, and the purchase of equipment. Under this Act loans to the amount of \$7,471,399.93 were made.

The Western Division, including the Lake Superior Branch, is commonly called the "Grand Trunk Pacific Railway."

VI.—STATEMENT OF THE GRAND TRUNK PACIFIC RAILWAY SYSTEM.

DESCRIPTION OF THE RAILWAY.

The Grand Trunk Pacific Railway is composed of the Prairie Section and the Mountain Section of the Western Division of the National Transcontinental Railway, extending from Winnipeg, Man., to the sea port of Prince Rupert on the Pacific Ocean coast, and the Lake Superior Branch, extending from Port Arthur on lake Superior to its junction with the National Transcontinental railway, a distance of 194·44 miles. The Prairie Division is 913·82 miles and the Mountain Section 763·95 miles in length, making a total of 1,677·77 miles for the Western Division and a total of 1,872·21 miles including the Lake Superior Branch. The lines of railway leased amount to 3·80 miles and the lines operated under trackage rights to 112·50 miles. These lines are not included in the mileage of 1,677·77 of the Western Division mentioned above. The Lake Superior Branch is operated by the National Transcontinental railway under a lease for 999 years. The Western Division is entirely built from Winnipeg to Prince Rupert and has been in operation since 6th September, 1914.

GUARANTEES.

Under the authority of the Act of 1905, chapter 98, 3 per cent first mortgage bonds, maturing January 1, 1962, were guaranteed to the amount of £14,000,000 or... .. \$68,133,333 33

Secured by first mortgage on the Prairie and Mountain Section, under authority of the Act of 1914, chapter 34, 4 per cent sterling bonds maturing January 1, 1862, were guaranteed to the extent of... .. 16,000,000 00

This amount is guaranteed by mortgage on the Western Division of the Grand Trunk Pacific Railway; on the Lake Superior Branch; on the rolling stock of the Eastern Division of the National Transcontinental; also all the shares of the Grand Trunk Pacific Development Company, \$2,999,000 fully paid-up; the Grand Trunk Pacific Branch Lines Company, \$990,000, 20 per cent paid-up; the Grand Trunk Pacific Terminal Elevator Company, \$500,000 fully paid-up; the Grand Trunk Pacific Telegraph Company, \$98,800, 25 per cent paid-up. Of these 4 per cent sterling bonds \$8,440,848 was sold and \$7,500,000 issued as security on a loan of \$6,000,000.

The 2nd guarantee of 3 per cent bonds was accepted by the Grand Trunk Pacific Railway and the Grand Trunk Railway Company as releasing the Dominion from giving under Act of 1905, chapter 98, any further guarantees on construction account of the Western Division of the National Transcontinental Railway.

Total... .. \$84,133,333 33

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LOANS.

| | |
|--|-----------------|
| Under authority of the Act of 1909, chapter 19, secured by the pledge of 4 per cent bonds maturing April 1, 1919, themselves secured by a mortgage on the Prairie Section and also secured by the Grand Trunk Railway, a loan was made by the Government amounting to.. . . . | \$10,000,000 00 |
| Under authority of the Act of 1913, chapter 23, secured by 4 per cent debentures maturing July 1, 1923, guaranteed by the Grand Trunk Railway, such guarantee by them constituting a liability of the company in priority to all the share capital of the company whether preference, guaranteed, or ordinary stock, a loan was made by the Dominion amounting to.. . . . | 15,000,000 00 |
| Secured by a pledge of \$7,500,000 of 4 per cent sterling bonds, maturing January 1, 1962, authorized by the Act, Cap. 4, Geo. V, assented to April 8, 1915, an issue under the Act of 1914, amounting to \$16,000,000, the following loans due May 1, 1919, have been made:— | |
| Under authority of Order in Council dated September 5, 1914.. . . . | \$2,000,000 00 |
| Under authority of Order in Council, dated September 26, 1914.. . . . | 2,000,000 00 |
| Under authority of Order in Council, dated October 24, 1914. | 1,000,000 00 |
| Under authority of Order in Council, dated November 20, 1914.. . . . | 1,000,000 00 |
| | 6,000,000 00 |
| On the first loan the rate of interest is 5 per cent, for the next three loans, 6 per cent a year. | |
| Under Appropriation Act No. 2, of 1916, a further loan of \$8,000,000 at 6 per cent interest, was authorized, to pay interest on securities, deficit on operations and the purchase of rolling stock, secured by mortgage on the Western Division and the Lake Superior Branch, and also the shares of stock referred to in the guarantee of \$16,000,000 mentioned above. | |
| Accordingly the following sums were paid under authority of Order in Council, dated July 8, 1916. | |
| Cert. No. 1—Interest. | \$2,684,042 02 |
| Cert. No. 2—Misc. expenditure | 524,282 45 |
| Cert. No. 3—Interest. | 1,189,416 96 |
| Cert. No. 4— " | 940,585 06 |
| Cert. No. 5— " | 554,040 00 |
| Cert. No. 6— " | 1,189,416 96 |
| | 7,081,783 45 |
| Under Appropriation Act No. 4, 1917, a further loan of \$7,500,000 at 6 per cent interest was authorized on the same security as the above loan of \$8,000,000. Under this appropriation the following payments were made:— | |
| Certificate. Purpose. Date of O.C. Amount. | |
| No. 1. Interest. Oct. 26, 1917.. | \$1,209,965 14 |
| No. 2. " Oct. 26, 1917.. | 403,380 00 |
| No. 3. " Oct. 26, 1917.. | 340,433 28 |
| No. 5. " Dec. 24, 1917.. | 1,189,416 96 |
| No. 6. Equipment. Jan. 17, 1918.. | 36,400 00 |
| No. 7. " Jan. 17, 1918.. | 23,400 00 |
| No. 8. Interest. Mar. 7, 1918.. | 940,585 06 |
| No. 9. " Mar. 26, 1918.. | 554,040 00 |
| No. 10. " Apr. 10, 1918.. | 340,433 28 |
| | 5,038,053 72 |
| Certificate No. 2 for the amount of \$554,040 was approved and paid for to the amount of \$403,380 only. | |
| Certificate No. 4 was not approved of. | |
| Under Appropriation Act No. 1, of 1918, a second loan of \$7,500,000 at 6 per cent interest was authorized on the same security as the first two loans above. The following payments were made:— | |
| Certificate. Purpose. Date of O.C. Amount. | |
| No. 1. Interest. June 3, 1918.. | \$1,189,416 96 |
| No. 2. " Aug. 5, 1918.. | 940,585 06 |
| No. 3. " Sept. 12, 1918.. | 554,040 00 |
| No. 4. " Sept. 19, 1918.. | 359,196 41 |
| No. 5. " Oct. 4, 1918.. | 340,433 28 |
| No. 6. Equipment. Oct. 17, 1918.. | 500,000 00 |
| No. 7. " Nov. 13, 1918.. | 500,000 00 |
| No. 8. Interest. Dec. 19, 1918.. | 1,189,416 96 |
| No. 9. Deficit in operations. Jan. 9, 1919.. | 975,000 00 |
| No. 10. Deficit in operations. Feb. 17, 1919.. | 923,311 26 |
| | \$ 7,471,399 93 |

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LOANS.—*Concluded.*

Certificate No. 11 for \$28,600.07, authorized by Order in Council, dated March 3, 1919, was not paid for.

| | |
|--|----------------|
| The total of the loans as above amounts to.. | 50,591,237 10 |
| The total sum of the guarantees and of the loans as above mentioned amounts to.. | 134,724,570 43 |

DOMINION GOVERNMENT'S INVESTMENT.

To March 31, 1919, the Dominion has invested in the Grand Trunk Pacific Railway System the following amounts:—

| | |
|---|-----------------|
| Loans.. | \$50,591,237 10 |
| Purchase of 3 per cent 1962 bonds.. | 33,093,333 23 |
| | \$83,684,570 33 |
| Interest due to March 31, 1919.. | 6,341,378 72 |
| | \$90,025,949 05 |

DOMINION GOVERNMENT'S LIABILITY.

This liability has been reduced as follows:—

| | |
|--|-----------------|
| By purchase of 3 per cent bonds.. | \$33,093,333 23 |
| By pledge of 4 per cent bonds, due May 1, 1919, received as security for loan of \$6,000,000.. | 7,500,000 00 |
| | \$40,593,333 23 |
| Balance of bonds, still outstanding guaranteed by the Dominion.. | \$43,540,000 10 |

STATEMENTS OF BONDS, DEBENTURES, ETC., ISSUED BY THE GRAND TRUNK PACIFIC RAILWAY.

| | |
|---|------------------|
| 3 per cent mortgage bonds, maturing January 1, 1962, guaranteed by Dominion Government.. | \$ 68,133,333 33 |
| 4 per cent sterling bonds, maturing January 1, 1962, guaranteed by Dominion Government.. | 16,000,000 00 |
| Total.. | \$ 84,133,333 33 |
| 4 per cent sterling bonds. Series A and B maturing April 1, 1955, amount £4,150,000 guaranteed by the Grand Trunk Railway Company.. | \$ 20,169,000 00 |
| 4 per cent first mortgage bonds, maturing April 1, 1955, guaranteed by the Grand Trunk Railway Company.. | 7,533,000 00 |
| 4 per cent debentures, maturing July 1, 1923, guaranteed by the Grand Trunk Railway Company.. | 15,000,000 00 |
| 4 per cent mortgage bonds, maturing April 1, 1919, guaranteed by the Grand Trunk Railway Company | 10,000,000 00 |
| Total.. | \$ 52,702,000 00 |
| 4 per cent debenture stock, perpetual, guaranteed by the Grand Trunk Railway Company as to interest only on certain terms.. | \$ 50,000,000 00 |
| \$35,000,000 of this last stock has been issued and \$15,000,000 pledged as security on seven-year 5 per cent notes guaranteed by the Grand Trunk Railway by endorsement for £2,000,000 sterling, sold at a discount for \$9,720,000 par at \$4,866 being.. | \$9,732,000 00 |

BONDS AND DEBENTURES OWNED BY OR PLEDGED TO THE DOMINION GOVERNMENT.

| | | |
|--|---------------|----|
| 3 per cent bonds, maturing January 1, 1962, and purchased under authority of Act of 1913, chapter 24.. . . . | \$ 33,093,333 | 33 |
| Bonds and debentures pledged to the Government as security loans:— | | |
| 4 per cent debentures, maturing July 1, 1923.. . . . | 15,000,000 | 00 |
| 4 per cent mortgage bonds, maturing April, 1919.. . . . | 10,000,000 | 00 |
| 4 per cent sterling bonds, maturing 1962.. . . . | 7,500,000 | 00 |
| | \$ 65,593,333 | 33 |

Following a letter dated March 4, 1919, from Frank Scott, Esq., Vice-President and Treasurer of the Grand Trunk Pacific Railway System, stating that it would not be possible for the Grand Trunk Pacific Railway System to continue its operations after March 10, 1919, an Order in Council, dated March 7, 1919, was passed appointing the Minister of Railways and Canals as Receiver for the Grand Trunk Railway System.

1. The lines of railways and their appurtenances and the undertaking and works of the Grand Trunk Pacific Railway Company; of the Grand Trunk Pacific Branch Lines Company, and of the Grand Trunk Saskatchewan Railway Company.

2. The lines of telegraph and their appurtenances and the undertaking and works of the Grand Trunk Pacific Telegraph Company.

3. The steamships, vessels and their appurtenances and the undertaking and works of the Grand Trunk Pacific Steamship Company.

4. The properties, hotels, and appurtenances and the undertaking and works of the Grand Trunk Pacific Development Company.

An Order in Council dated March 13, 1919, also includes with the above.—

The properties, elevators, terminals, appurtenances and the undertaking and works of the Grand Trunk Pacific Terminal Elevator Company, Limited.

The Order in Council of March 7, 1919, defines the powers of the Receiver as follows:—

“2. The Minister of Railways and Canals is hereby appointed Receiver of the Grand Trunk Pacific Railway System, and such Receiver shall have and exercise with respect to the said system and every part thereof and to the companies included therein, powers and duties similar to those of a Receiver under section 26 of the Exchequer Court Act.”

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The Receiver, by the same Order in Council, was authorized to take possession of the system, as above defined, on March 10, 1919, or on such earlier day as the Grand Trunk Pacific Railway System or any company included in the system may cease to operate efficiently its undertaking and works or any portion thereof.

Clause 9 of the Order in Council limits the responsibility of the Government of Canada and of the Receiver as follows:—

“9. Nothing in this order contained, and nothing done or to be done under the authority hereof, shall render the Government of Canada or the Government Receiver, or any one acting under the authority of the Government Receiver, or of the Exchequer Court, liable to the Grand Trunk Railway Company of Canada, or to any company included in the Grand Trunk Pacific Railway System, or to any creditor, or holder of any bonds, debentures, debenture stock or other securities of the said companies or any of them, for any claim by reason of the making of this order, or of anything done or to be done under the authority hereof, or under the authority of the Government Receiver or of the Exchequer Court, nor shall afford any defence to, nor shall prejudice any claim, action, or proceeding of the Government of Canada which the Government might lawfully make or take had this order not been made.”

The Receiver, as such, and under above mentioned authority, took possession of the Grand Trunk Pacific Railway System on Monday March 10, 1919, at one o'clock.

Up to March 31, 1919, under authority of the Order in Council of March 10, 1919, the Dominion has advanced to the Receiver the sum of \$500,000 for the purpose of keeping the railway in operation.

The Orders in Council of March 7 and 13, 1919, referred to above, were later confirmed by an Act of Parliament, assented to June 6, 1919.

At the date of March 9, 1919, the Grand Trunk Pacific Railway System is reported to have been operating a mileage of 1,988.51 miles, of which 1,872.21 are owned, 3.80 miles leased and 112.50 miles operated under trackage rights.

VII.—QUEBEC BRIDGE.

The expenditure during the fiscal year amounted to \$656,761.79. The total expenditure by the department on the reconstruction of the bridge amounts to \$14,832,623.64. Other expenditure during previous years, such as \$534,655.14, paid under the head of “Income”; \$374,353.33 paid for subsidies during 1901, 1902, and 1903; and the sum of \$6,975,266.20, paid by the Finance Department, less the sum of \$100,000, received from the Phoenix Bridge Company, bring the total expenditure to the sum of \$22,616,898.31. The accountant, in his report, page 19, Appendix I, shows fuller details of the above expenditure.

The total length of the bridge is 3,240 feet, or over three-fifths of a mile.

The first train crossed the bridge December 3, 1917, and since this date traffic on the bridge has been continuous.

Appendix IV, Report of the Chairman of the Board of Engineers, gives the details of the work done for completion of the bridge.

The bridge was taken over from the contractors and accepted as complete on the 18th of November, 1918.

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VIII.—WELLAND SHIP CANAL.

This important work has for its object greater and better accommodation for a larger class of vessels than those that can be used on the present Welland canal.

The present canal lies between Port Colborne, lake Erie, and Port Dalhousie, lake Ontario. Its length is $26\frac{3}{4}$ miles, and comprises 25 lift locks, the dimensions of which are 270 feet by 45 feet, with a depth of 14 feet of water on the sills.

The proposed Welland Ship Canal as finally located follows the course of the present canal from Port Colborne on lake Erie to Allanburg, half-way across the peninsula. From this point an entirely new cutting is to be made, crossing the present canal just below lock No. 25, the water level of the two canals at this point being the same, viz.: 568 feet above sea level. The new canal again crosses the present one below lock No. 11, the water of both canals at this point being at an elevation of 382 feet above sea-level.

The proposed canal enters lake Ontario at the mouth of the Ten Mile creek about three miles east of Port Dalhousie. The total length of canal from lake to lake is 25 miles; and the difference in level between the two lakes, $325\frac{1}{2}$ feet, is to be overcome by seven lift locks, each having a lift of $46\frac{1}{2}$ feet. The dimensions of the locks are to be 800 feet in length by 80 feet in width in the clear and with 30 feet of water over the mitre sills at extreme low stages in the lakes. The width of the canal at the bottom will be 200 feet and, for the present, the canal reaches will be excavated to a depth of 25 feet only, but all structures will be sunk to the 30-foot depth, so that the canal can be deepened at any future date by dredging out the reaches.

A new western breakwater will be built at Port Colborne to ensure quiet water in the harbour during storms.

The outer entrance piers in lake Ontario will be placed about $1\frac{1}{2}$ miles from shore, where the depth of water is 30 feet; a wide channel will be dredged out from these piers and an embankment formed on either side of it about 500 feet wide. The lock walls will be 82 feet high above the top of the gate sills.

The work is divided into nine sections, of which section No. 1, approximately 3 miles, at the lake Ontario end of the canal, was placed under contract on the 1st of August, 1913; section No. 2, approximately $4\frac{1}{3}$ miles, was placed under contract on the 31st of December, 1913; section No. 3, approximately 2 miles, was placed under contract on the 4th of October, 1913; section No. 5 was placed under contract on the 22nd of December, 1913.

In view of existing war conditions, contract work on the canal was suspended under notices served in January, 1917, and only maintenance work carried on up to January, 1919.

After the armistice it was decided to resume construction again and in January, 1919, contracts were entered into for the resumption of work on sections 1, 2, 3, and 5, on a "cost plus" percentage basis.

During the fiscal year the sum of \$1,823,875.96 was spent on capital account, making the total expenditure under this head, \$16,752,845.54.

IX.—HALIFAX DISASTER AND RESTORATION.

In the disaster at Halifax, on December 6, 1917, fifty-six employees and ten pensioners of the Canadian Government Railways were killed. Two employees afterwards died from injuries received in the explosion; thirty of the employees were killed while on duty.

Of the one thousand and seventy-eight employees of the railway living in Halifax and Dartmouth at the time of the explosion, investigation showed that only one hundred and fifty-seven were comparatively unaffected by the disaster. One hundred and seven who owned their own homes, and one hundred and sixty-five who were tenants, had their property totally destroyed; four hundred and thirty-two had properties more or less damaged, requiring, at least, considerable repairs.

Removing the wreckage, clearing track and replacing electrical lines throughout the Richmond yard and North Street station, it was estimated, would cost \$100,000.

One hundred and three Canadian Government Railways' passenger cars, and nine of other lines, were damaged to the extent of \$60,000; thirty-seven Government Railways' freight cars, and fifty-six of other lines were destroyed; the estimated damage was \$50,000. One hundred and twenty Canadian Government Railways' freight cars, and two hundred and twenty-two of other lines were damaged for approximately \$54,000; four Canadian Government Railways' locomotives suffered damages estimated at \$6,000; the Canadian Government steamer *McKee* was also damaged for about \$70,000; the damages at the Willow Park Shops were estimated at \$130,000; piers Nos. 2, 3, and 4, and the adjacent freight sheds and other buildings were much damaged; the elevator was also damaged; the piers at Richmond were all wrecked, and some totally destroyed. Pier No. 9 was repaired as soon as possible.

In order to obtain relief quickly from the effects of the damage to the various shipping facilities, the construction of the two large sheds on pier "A," at the Ocean Terminals Site, was rushed to completion.

The estimated damages are as follows: to H.M.C. dockyards, \$205,000; to the Canadian Government Railways' property, \$1,250,000.

A special report on the restoration is made in the General Manager's report, Appendix II.

It has been estimated that the material damage to property in the city of Halifax, the town of Dartmouth, and the surrounding municipal districts, is over \$16,000,000. The chairman of the commission has reported that the total loss of life through the disaster was probably one thousand eight hundred, and would probably reach two thousand, or even more, making this disaster one of the greatest in the national history of Canada.

The actual expenditure for Restoration on account of Canadian Government Railways for the fiscal year amounted to \$335,384.68, making a total expenditure of \$1,181,690.21 to March 31, 1919.

In addition to the above, an expenditure of \$200,122.50 was made on account of repairs to buildings, etc., at H.M.C. Dockyard, making a total expenditure of \$330,928.69 on this account to March 31, 1919, which amount has been collected from the Department of Naval Service.

The balance of work necessary to repair damage caused to Canadian Government Railways property by disaster at Halifax, N.S., on December 6, 1917, was completed in the year 1918-19, and the staff disbanded.

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X.—RAILWAY SUBSIDIES.

Information as to subsidized railways is given in the statements of the accountant of the department, which will be found in the appendix hereto, Part I. The accountant's statements show all payments made since the beginning of the system of railway subsidies in the year 1883-84.

The payments made on subsidy account during the year ended March 31, 1919, amounted to \$218,805.32.

XI.—CANADIAN NORTHERN RAILWAY.**ACQUISITION AND TRANSFER OF THE CAPITAL STOCK.**

In 1913, as authorized by clauses Nos. 8 and 9 of Act 3-4 George V, chapter 10, the Canadian Northern Railway Company was authorized and empowered to issue and transfer to the Minister of Finance and Receiver General of Canada, in trust for His Majesty, fully paid up and non-assessable, seventy thousand shares of the common stock of the Canadian Northern Railway Company, upon the consideration of the Governor in Council undertaking to grant to the Canadian Northern Ontario Railway Company and the Canadian Northern Alberta Railway Company certain subsidies on a mileage of railway to be built not exceeding 1,170 miles. This stock was duly transferred.

In 1914, as authorized by clause 5 of Act 4-5 George V, chapter 20, three hundred and thirty thousand fully paid up shares of the par value of one hundred dollars of the Canadian Northern (as defined by the Act) were transferred to the Minister of Finance and Receiver General of Canada, in trust for His Majesty, in consideration of the guaranteeing of the payment of the principal and interest of the bonds, debentures, etc., of the Canadian Northern to an amount not exceeding \$45,000,000.

By clause No. 12 of the same Act, the capital stock of the Canadian Northern was fixed at the sum of one hundred million dollars, subject to increase by Parliament of Canada only. For the purposes of exchanging convertible debentures stock for common stock, the right of which is secured by trust deed to certain trust companies, a further issue of common stock not to exceed twenty-five million dollars might be also issued on such terms as contained in the Act of 1914, 4-5 George V, chapter 20.

At the last session of Parliament, an Act (chapter 24, 7-8 George V), assented to on the twentieth day of September, 1917, was passed, authorizing the acquisition by His Majesty of the capital stock of the Canadian Northern Railway Company. Under the terms of this Act, and as authorized by an order in council dated the fifteenth day of November, 1917, an agreement dated the first day of October, 1917, was entered into by His Majesty, represented by the Minister of Finance and the Minister of Railways and Canals, Mackenzie, Mann and Company, Limited, called "the owners," and the Canadian Bank of Commerce, called "the pledgees," for the purchase and sale of all their holdings in six hundred thousand shares of capital stock of the Canadian Northern Railway Company (par value \$60,000,000) not now

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held by the Minister of Finance of Canada in trust for His Majesty, such holdings being not less than five-sixths of said six hundred thousand shares, the price to be determined by arbitration.

Under authority of an order in council dated the seventeenth day of October, 1917, Sir William Ralph Meredith, Chief Justice of Ontario, was appointed to represent the Government of Canada on the Board of Arbitration.

At the first meeting of the board at Toronto, January, 18, 1918, Mackenzie, Mann and Company, Limited, represented by Sir William Mackenzie, president, and the Canadian Bank of Commerce by Sir B. E. Walker, president, appointed Hon. William Nesbitt, K.C., as one of the arbitrators. Sir William Meredith then announced that Hon. Robert E. Harris, justice of the Supreme Court of Nova Scotia, had been appointed as third arbitrator.

Up to March 31, 1918, the board had held twenty-five sittings, and at the close of the fiscal year their labours were yet to be completed.

The agreement between His Majesty; Mackenzie, Mann and Company, Limited, and the Bank of Commerce, is printed in full in Appendix VI, Annual Report of 1918.

After application had been made by the Canadian Northern Railway for the assistance authorized by section three of the said Act, an Order in Council, dated the 15th day of November, 1917, was passed, authorizing the Minister of Finance to give the assistance provided for in the Act (chapter 24, 7-8 George V) on and after the transfer of at least five-sixths of the 600,000 shares, and to make advances out of the Consolidated Revenue Fund up to and not exceeding twenty-five million dollars, such payment to be made only as certified by the financial comptroller of the Department of Railways and Canals, and approved by the Minister of Finance; such advance to be for the purpose of paying and settling any indebtedness of the company.

Under the authority of the above mentioned Order in Council, and 510,000 shares having been duly transferred to the Minister of Finance in trust for His Majesty, certificates were issued by the Financial Comptroller of the Department of Railways and Canals to the amount of \$25,000,000, and paid by the Minister of Finance.

The arbitration not having been completed on March 1, 1918, according to the term of the agreement, subsequent agreements authorized by Order in Council were made extending the time for completion to June 1, 1918.

On the 31st of May, 1918, the arbitrators gave their award, and gave the value of the 600,000 shares of stock as being \$10,800,000.

Under authority of the Order in Council, dated September 7, 1918, the sum of \$8,500,000 was paid to Mackenzie, Mann and Company, Limited, and the Canadian Bank of Commerce, for 510,000 shares.

The purchase of the remaining 90,000 shares was authorized by an Order in Council, dated October, 1918.

Following the purchase of all of the common stock of the Canadian Northern Railway, under authority of an Order in Council, dated November 20, 1918, the Board of Directors of this railway was appointed a board of management of the

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Canadian Government Railways, and given the powers vested in the general manager, under the regulations adopted under authority of an Order in Council, dated January 22, 1914.

On the 20th day of December, 1918, an Order in Council was passed, directing and authorizing the Board of Directors of the Canadian Northern Railway Company to use, as a collective and descriptive designation, the name "Canadian National Railways" for the lines of railway and railway properties controlled or operated by the board.

At the close of the fiscal year, the Minister of Finance and Receiver General of Canada held, in trust for His Majesty, 984,000 fully-paid-up and non-assessable shares of the common stock of the Canadian Northern Railway Company, amounting to \$98,400,000, par being \$100 a share, for which the sum of \$9,733,333.24 has been paid, and steps have been taken in the purchase of the last 16,000 shares, which are held by the province of British Columbia.

CANADIAN NORTHERN RAILWAY SYSTEM.

DESCRIPTION.

This transcontinental railway system had its inception in 1889, when a railway charter passed by the Manitoba Legislature provided for the construction of the Lake Manitoba Railway and Canal Company's railway. This charter, however, was not acted upon until 1896, when it was purchased by Messrs. Mackenzie and Mann, who immediately commenced the construction of the line from Gladstone to Winnipeg, a distance of 123.4 miles. This line was put in operation January 3, 1897.

In the same year construction was started on the line east from Winnipeg to the Great Lakes. This road is known as the Manitoba and South Eastern railway, and on November 28, 1898, part of the line was put in operation from St. Boniface to Marchand, a distance of 45.4 miles, making a total of 168.8 miles in operation.

On November 15, 1899, the line from Sifton Junction to Swan river, 83.8 miles, was opened, making 252.6 miles in operation at the end of 1899.

In 1900 the Swan River line was opened to Erwood, 92.5 miles, also the line from Gilbert Plains to Grand View, 26.6 miles. During this year, the Port Arthur, Duluth and Western railway from Port Arthur to Gunflint, 86.7 miles, was purchased. This brought the total mileage to 564.5 at the end of 1900, and the Canadian Northern railway was then brought into existence for the control of the lines already constructed and also for future developments.

In 1901 the company leased the Northern Pacific line in Manitoba.

In 1902, the Manitoba and South Eastern railway was completed to Stanley Junction, adding 211.5 miles to the system.

In 1903, the Great Northern railway of Canada and the Chateauguay and Northern railway in the province of Quebec, and the Central railway in Nova Scotia were acquired, adding 343.8 miles more.

In 1904, the above lines, with the mileage constructed throughout Canada, gave 1,932.3 miles in operation.

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In 1905, the main line was opened from Kamsack to Edmonton, adding 546.3 miles to the system. The Halifax and South Western railway, 99.4 miles, was opened for operation.

In 1906, the company purchased the Qu'Appelle, Long Lake and Saskatchewan railway from Regina to Prince Albert, adding 249.3 miles to the system. The line from Toronto to James Bay Junction, 146.9 miles, was opened, and the Halifax and Yarmouth railway, 50.2 miles, from Yarmouth to Barrington, and the Middleton and Victoria Beach railway, 39.4 miles, purchased.

In 1907, the Halifax and South Western railway was completed to Liverpool, N.S.

In 1908, the Quebec and Lake St. John railway was acquired, also the lines of the Niagara, St. Catharines and Toronto railway.

In 1909, the company acquired the Duluth, Rainy Lake and Winnipeg railway from Fort Francis to Virginia, 98 miles, and also the Central railway of Ontario. At the end of the year, the system had in operation 4,858.8 miles of railway.

In 1910, the Bay of Quinte railway was acquired, also the Brockville, Westport and Northwestern railway, and the Irondale and Bancroft railway.

In 1911, the branch from Virginia to Duluth, U.S.A., was opened, giving through connection between Duluth to Winnipeg, Man.

In 1912 the extension from Edmonton to Athabaska Landing, on the Mackenzie river, was opened.

In 1913 and 1914, over 800 miles of line were constructed and put in operation.

The system, at the end of 1914, operated over 7,403 miles of railway.

In 1915, there was a mileage of 6,394.3 miles of western lines, and 2,967.5 of eastern lines, a total of 9,361.8 miles in operation.

By 1916, the system had become a transcontinental railway with a great future; but owing to financial conditions caused by the Great War, only a moderate expansion of the system as to railroad building took place, which condition prevailed up to the end of 1917, when the system is reported as being 9,513 miles in length; 3,211 miles of main line, and 6,302 miles of branches.

In 1917, the Dominion Government bought the common stock of the Canadian Northern Railway as from the date of September 30, 1917, since which the Canadian Northern Railway System has been operated by a board of management appointed by the Government of Canada.

In 1918-19, the system is reported as owning 9,067.5 miles of railway, and operating 9,414.8, not including the joint running rights over 151.7 miles, a total of 9,566.5 miles.

The following is a statement of the mileage in operation by periods of five years:—

| | Miles. | | Miles. |
|----------------|---------|----------------|---------|
| 1899.. | 252.6 | 1909.. | 4,858.8 |
| 1904.. | 1,932.3 | 1914.. | 7,403.1 |
| | | 1919.. | 9,067.5 |

The system operates 347.3 miles of the Northern Pacific railway in Manitoba, and has running rights on 151.7 miles of other railways, giving a total mileage in operation of 9,566.5 miles.

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It is reported that the system is serving centres containing 90 per cent of the total urban population in the province of Alberta; 97 per cent of the population of towns and cities in the province of Saskatchewan having more than 1,000 population, and also 97 per cent of points of similar size in the province of Manitoba.

The eastern lines have been constructed to reach the principal manufacturing centres of Ontario and Quebec with a minimum of mileage, and with the line to Hamilton built, the railway has lines in cities containing 60 per cent of the urban population, and producing 70 per cent of the total manufactured products of all the provinces.

In British Columbia, the main line serves all the points between the provincial boundary line at the Yellowhead pass and the Pacific ocean by way of Kamloops, New Westminster and Vancouver.

GRADIENTS.

From Montreal to Winnipeg, the maximum grade is six-tenths of one per cent, except for a distance of 60 miles west of Port Arthur, where it is one per cent.

The line is almost level from Winnipeg to Dauphin, 178 miles, and except for a short distance of one mile, where there is a one per cent grade, and another where there is for a short distance a grade of six-tenths of one per cent, the grade to the summit of the Rockies, and to 60 miles beyond, is five-sixths of one per cent.

From Albreda to the coast, the grade is four-tenths of one per cent.

Coming eastward from the coast, except for a distance of about 50 miles in the Rockies, where the grade is seven-tenths of one per cent in places, the grade to Port Arthur is generally about five-tenths of one per cent. From Port Arthur to North Bay, a distance of 660 miles, the grade is four-tenths, which is a great advantage considering the heavy traffic eastward-bound. The grade from this point to Montreal is also four-tenths, except for a distance of 10 miles east of North Bay, where the grade is five-tenths.

It is important to note that the grades are easier for eastward-bound traffic, which traffic is considerably the heaviest.

When the "Inaugural Special" crossed the continent in 1915, the value of low gradient was shown by one ordinary locomotive hauling a train of fifteen heavy coaches, mostly sleeping cars, through to the Pacific coast, without the slightest evidence of trouble. This train, at the time, was the heaviest ever hauled across the Rocky mountain range by an ordinary locomotive.

MILEAGE.

STATEMENT OF MILEAGE AT DATE OF JUNE 30, 1917, BY PROVINCES.

| Province. | Main line. | Branches. | Total |
|-------------------------|------------|-----------|-------|
| Alberta..... | 436 | 830 | 1,266 |
| British Columbia..... | 513 | 27 | 540 |
| Manitoba..... | 364 | 1,631 | 1,995 |
| Nova Scotia..... | | 370 | 370 |
| Ontario..... | 1,248 | 974 | 2,222 |
| Quebec..... | 206 | 479 | 685 |
| Saskatchewan..... | 400 | 1,820 | 2,220 |
| State of Minnesota..... | 3,167 | 6,131 | 9,298 |
| | 44 | 171 | 215 |
| | 3,211 | 6,302 | 9,513 |

There is also in operation 61.6 miles of electric railways, all in the province of Ontario.

GENERAL REMARKS.

The greatly increasing weight of train loads in modern railroading practice necessitated that the main line be constructed to a standard that would obviate forever the revisions of grades or replacement of rails. These on the main line are of 80-pound steel. The possession of favourable grades gives the line great economy of operation, especially in carrying the two commodities offering the greatest volume, namely, lumber from the Pacific slope, and grain from Western Canada and the prairies to the Atlantic seaboard.

The main line from Montreal to Vancouver, where weight of rail is 80 pounds, is superior to any line crossing the continent of America in point of grades and curvatures favouring traffic, and it is an established fact that the railway must assume a commanding position when traffic has grown sufficiently for the use of heavy train loads. The fact of the system being transcontinental makes the railway less dependent on the grain crop than was the case formerly, as it is bound to have necessarily a more diversified traffic at more remunerative rates.

CONSTITUENT AND SUBSIDIARY COMPANIES
COMPRISED IN THE CANADIAN NORTHERN RAILWAY SYSTEM.

Constituent Companies.

- The Canadian Northern Railway Company.
- The Canadian Northern Ontario Railway Company.
- The Canadian Northern Quebec Railway Company.
- Mount Royal Tunnel and Terminal Company, Limited.
- Canadian Northern Pacific Railway Company.
- Canadian Northern Alberta Railway Company.
- Canadian Northern Western Railway Company.
- The Canadian Northern Saskatchewan Railway Company.

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The Canadian Northern Manitoba Railway Company.
Duluth, Winnipeg and Pacific Railway Company.
Duluth, Winnipeg and Pacific Railroad Company.
Duluth, Rainy Lake and Winnipeg Railway Company.
Central Ontario Railway.
The Halifax and South Western Railway Company.
The Bay of Quinte Railway Company.
The Irondale, Bancroft and Ottawa Railway Company.
The Marmora Railway and Mining Company.
The Northern Consolidated Holding Company, Limited.
The Quebec and Lake St. John Railway Company.
The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.
The Minnesota and Manitoba Railroad Company.
The Bessemer and Barry's Bay Railway Company.
The Toronto, Niagara and Western Railway Company.
The James Bay and Eastern Railway Company.
The St. Charles and Huron River Railway Company.
The Toronto Eastern Railway Company.
The Toronto Suburban Railway Company.
The Niagara, St. Catharines and Toronto Railway Company.
Canadian Northern System Terminals (Limited).
The Minnesota and Ontario Bridge Company.
The Lake Superior Terminals Company, Limited.

Subsidiary Companies.

The Canadian Northern Telegraph Company.
The Great North Western Telegraph Company of Canada.
The Winnipeg Land Company, Limited.
St. Boniface Western Land Company.
The Canadian Northern Railway Express Company, Limited.
The Canadian Northern Express Company.
Canadian Northern Steamships, Limited.
The Niagara, St. Catharines and Toronto Navigation Company, Limited.
Canadian Northern Rolling Stock, Limited.
The Imperial Rolling Stock Company, Limited.
The Canadian Northern Transfer Company, Limited.
Toronto Dwellings, Limited.
Canadian Northern Realities, Limited.
Federal Properties, Limited.

CANADIAN NORTHERN.

CONSOLIDATED.

ASSETS. AT DECEMBER 31, 1918.

| | \$ | cts. | \$ | cts. |
|---|-------------|------|-------------|------|
| Investments—Property investment— | | | | |
| Investment in road and equipment including discount on funded debt .. | 488,528,408 | 94 | | |
| Acquired securities. Schedule A. . . . | 46,372,891 | 71 | | |
| Terminal and other properties.. . . . | 6,254,155 | 92 | | |
| | | | 541,155,456 | 57 |
| Cash in trust accounts held in respect of construction work, sinking funds and other special accounts— | | | | |
| Dominion Government.. . . . | 1,443,816 | 68 | | |
| Province of Manitoba.. . . . | 47,977 | 47 | | |
| Province of Saskatchewan.. . . . | 1,202,825 | 24 | | |
| Province of Alberta.. . . . | 2,333,064 | 77 | | |
| Province of Ontario.. . . . | 216,504 | 60 | | |
| Province of British Columbia.. . . . | 2,451,090 | 06 | | |
| Sinking funds.. . . . | 299,065 | 09 | | |
| National Trust Company.. . . . | 3,331,377 | 61 | | |
| British Admiralty.. . . . | 281,461 | 32 | | |
| British Empire Trust Company (trustees account).. . . . | 19,948 | 41 | | |
| National Trust Company on account of land sales.. . . . | 2,180,066 | 66 | | |
| Pennsylvania Company re Equipment Series A, 1918.. . . . | 2,984,664 | 10 | | |
| | | | 16,791,862 | 01 |
| Lands unsold.. . . . | | | 19,602,525 | 00 |
| National Trust Company certificates re Land grant bonds issue, 1899 (these held by bank as collateral to loans).. | | | 1,657,500 | 00 |
| Other investments (at cost).. . . . | | | 2,979,059 | 20 |
| Current assets— | | | | |
| Cash in bank.. . . . | 2,885,162 | 91 | | |
| Balance due from agents, station balances, etc. (net).. . . . | 3,061,619 | 62 | | |
| Miscellaneous accounts receivable.. . | 8,464,744 | 35 | | |
| Deferred payments on account of land sales and accrued interest.. . . . | 6,607,961 | 63 | | |
| Materials and supplies on hand as per books.. . . . | 6,996,270 | 01 | | |
| | | | 28,015,758 | 52 |
| Deferred charges— | | | | |
| Proportion of discount on funded debt. | 800,067 | 79 | | |
| Insurance premiums paid in advance.. | 476,260 | 62 | | |
| Unadjusted debits (net balance).. . . | 780,579 | 88 | | |
| | | | 2,056,908 | 29 |
| Advance by the Canadian Northern Railway Company to affiliated companies, per contra.. . . . | | | 10,494,459 | 41 |
| | | | 622,753,529 | 00 |

NOTE.—The Ontario Government questions the title of the Canadian Northern Ontario Railway to the lands granted in respect of construction of lines in Ontario which are valued by the company at \$6,000,000.

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RAILWAY SYSTEM.

BALANCE SHEET.

LIABILITIES AT DECEMBER 31, 1918.

| | \$ | cts. | \$ | cts. |
|--|-------------|------|-------------|------|
| Capital stock—Common.. . . . | | | 100,000,500 | 00 |
| Capital stock—Affiliated companies.. . . . | 75,429,500 | 00 | | |
| Less—Held in treasury.. . . . | 69,514,300 | 00 | | |
| | | | 5,915,200 | 00 |
| | | | 105,915,700 | 00 |
| Long term funded debt— | | | | |
| Canadian Northern Railway Company, | | | | |
| Schedule B.. . . . | 128,543,062 | 19 | | |
| Affiliated companies, Schedule. C .. . | 125,186,538 | 42 | | |
| | 253,729,600 | 61 | | |
| Five per cent income charge convertible | | | | |
| debenture stock.. . . . | 24,999,500 | 00 | | |
| Equipment trust obligations.. . . . | 15,141,000 | 00 | | |
| | | | 293,870,100 | 61 |
| Short term loans secured by collateral or | | | | |
| mortgage— | | | | |
| Demand and short term loans.. . . . | | | 166,355,148 | 32 |
| Current liabilities— | | | | |
| Audited vouchers and other floating | | | | |
| liabilities.. . . . | 13,173,091 | 02 | | |
| Pay rolls.. . . . | 2,971,076 | 44 | | |
| Interest matured (since paid).. . . . | 2,305,133 | 41 | | |
| Accrued interest on bonds loans and equip- | | | | |
| ment securities— | | | | |
| Operating.. . . . | \$2,964,616 | 17 | | |
| Construction.. . . . | 171,356 | 44 | | |
| | 3,135,972 | 61 | | |
| Taxes accrued.. . . . | 909,657 | 67 | | |
| | | | 22,494,931 | 15 |
| Reserves— | | | | |
| Steamship replacement fund.. . . . | 3,315,795 | 68 | | |
| Equipment replacement fund.. . . . | 1,674,024 | 15 | | |
| Insurance fund.. . . . | 701,145 | 07 | | |
| | | | 5,690,964 | 90 |
| Advances to affiliated companies by Cana- | | | | |
| dian Northern Railway Company, per | | | | |
| contra.. . . . | | | 10,494,459 | 41 |
| Surplus.. . . . | | | 17,932,224 | 61 |
| | | | 622,753,529 | 00 |

C. E. FRIEND,
Comptroller.

We have examined the books and records of the Canadian Northern Railway System for the fifteen months ending December 31, 1918, and we certify that in our opinion the above balance sheet is properly drawn so as to exhibit a true and correct view of the affairs of the system at December 31, 1918, and is in accordance with the books and the explanations and information given us.

WEBB, READ & COMPANY,
Chartered Accountants

TORONTO, ONT., July 7, 1919.

10 GEORGE V, A. 1920

CANADIAN NORTHERN RAILWAY SYSTEM.

INCOME STATEMENTS.

INCOME STATEMENT,
THREE MONTHS TO SEPTEMBER 30, 1917.

| | \$ | cts. | \$ | cts. |
|--|------------|------|------------|------|
| Revenue.. . . . | 10,591,807 | 57 | | |
| Subsidiary miscellaneous earnings | 459,231 | 66 | | |
| | | | 11,051,039 | 23 |
| Working expenses.. . . . | 8,667,867 | 95 | | |
| Taxes, rentals, joint facilities, etc. | 465,531 | 47 | | |
| | | | 9,133,399 | 42 |
| Net earnings.. . . . | | | 1,917,639 | 81 |
| Fixed charges—Canadian Northern Rail- way.. . . . | 1,672,056 | 91 | | |
| Fixed charges—Affiliated companies. | 1,068,641 | 09 | | |
| Interest on demand and short term notes— Government.. . . . | 346,759 | 67 | | |
| Other.. . . . | 714,828 | 70 | | |
| | | | 3,802,286 | 37 |
| Deficit carried to profit and loss statement. | | | 1,884,646 | 56 |

INCOME STATEMENT,
THREE MONTHS TO DECEMBER 31, 1917.

| | \$ | cts. | \$ | cts. |
|--|------------|------|--------------|------|
| Revenue.. . . . | 11,264,978 | 56 | | |
| Subsidiary miscellaneous earnings.. . . . | 361,566 | 21 | | |
| | | | \$11,626,544 | 77 |
| Working expenses.. . . . | 9,853,944 | 56 | | |
| Taxes, rentals, joint facilities, etc.. | 326,934 | 21 | | |
| | | | 10,180,878 | 77 |
| Net earnings.. . . . | | | 1,445,666 | 00 |
| Fixed charges—Canadian Northern Rail- way.. . . . | 1,915,196 | 47 | | |
| Fixed charges—Affiliated companies. | 1,058,807 | 12 | | |
| Interest on demand and short term notes— Government.. . . . | 449,332 | 61 | | |
| Other.. . . . | 356,382 | 33 | | |
| | | | 3,779,718 | 53 |
| Deficit carried to profit and loss statement. | | | 2,334,052 | 53 |

INCOME STATEMENT,
FISCAL YEAR ENDING DECEMBER 31, 1918.

| | \$ | cts. | \$ | cts. |
|--|------------|------|------------|------|
| Revenue.. . . . | 47,310,011 | 91 | | |
| Subsidiary miscellaneous earnings.. . . . | 1,752,700 | 50 | | |
| | | | 49,062,712 | 50 |
| Working expenses.. . . . | 44,062,949 | 94 | | |
| Taxes, rentals, joint facilities, etc. | 1,599,325 | 32 | | |
| | | | 45,662,275 | 26 |
| Net earnings.. . . . | | | 3,400,437 | 24 |
| Fixed charges—Canadian Northern Rail- way.. . . . | 6,875,465 | 58 | | |
| Fixed charges—Affiliated companies.. . . . | 4,301,207 | 57 | | |
| Interest on demand and short term notes— Government.. . . . | 3,926,279 | 61 | | |
| Other.. . . . | 2,795,294 | 22 | | |
| | | | 17,898,246 | 98 |
| Deficit carried to profit and loss statement. | | | 14,497,809 | 74 |

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CANADIAN NORTHERN RAILWAY SYSTEM.

PROFIT AND LOSS STATEMENTS.

PROFIT AND LOSS STATEMENT,
AT SEPTEMBER 30, 1917.

| | \$ | cts. | \$ | cts. |
|---|-----------|------|------------|------|
| Deficit on income account.. | 1,884,646 | 56 | | |
| Discount, etc., on funded debt.. | 49,687 | 25 | | |
| Reserve for bad or doubtful debts.. | 400,000 | 00 | | |
| | 2,334,333 | 81 | | |
| Less— | | | | |
| Delayed income, debits and credits, credit balance.. | 121,175 | 07 | | |
| | 2,213,158 | 74 | | |
| Adjustment of land sales.. | 164,687 | 03 | | |
| Net deficit.. | | | 2,377,845 | 77 |
| Surplus brought forward.. | | | 37,321,946 | 08 |
| Total surplus to profit and loss.. | | | 34,944,100 | 31 |

PROFIT AND LOSS STATEMENT,
AT DECEMBER 31, 1917.

| | \$ | cts. | \$ | cts. |
|--|-----------|------|------------|------|
| Deficit on income account.. | 2,334,052 | 53 | | |
| Discount, etc., on funded debt.. | 99,115 | 69 | | |
| | 2,433,168 | 22 | | |
| Less— | | | | |
| Delayed income, debits and credits, balance.. | 65,045 | 82 | | |
| Net deficit.. | | | 2,368,122 | 40 |
| Surplus brought forward.. | | | 34,944,110 | 31 |
| Total surplus to profit and loss (page No. 16) | | | 32,575,977 | 91 |

PROFIT AND LOSS STATEMENT,
AT DECEMBER 31, 1918.

| | \$ | cts. | \$ | cts. |
|--|------------|------|------------|------|
| Deficit on income account.. | 14 497,809 | 74 | | |
| Discount, etc., on funded debt.. | 694,624 | 97 | | |
| Taxes accrued to December 31, 1918.. | 409,657 | 67 | | |
| Adjustment interest on D.R.L. and Wpeg. Ry. bonds included in D.W. and P. Ry. account in C.N.R. Accrued interest statement September 30, 1917.. | 24,999 | 99 | | |
| | 15,627,092 | 37 | | |
| Less— | | | | |
| Delayed income, debits and credits, credit balance.. | 47,237 | 24 | | |
| | 15,579,855 | 13 | | |
| Adjustment of land sales.. | 936,101 | 83 | | |
| Net deficit.. | | | 14,643,753 | 30 |
| Surplus brought forward.. | | | 32,575,977 | 91 |
| Total surplus to December 31, 1918, carried to balance sheet.. | | | 17,932,224 | 61 |

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CANADIAN NORTHERN RAILWAY SYSTEM.

STATEMENT OF ACQUIRED SECURITIES.

SCHEDULE A.

| | |
|--|--------------|
| The Minnesota and Ontario Bridge Company— | |
| 4½ per cent first mortgage debenture bonds.. . . . | 180,000 00 |
| Capital stock.. . . . | 100,000 00 |
| The Minnesota and Manitoba Railway Company— | |
| 5 per cent general mortgage bonds.. . . | 250,000 00 |
| Capital stock.. . . . | 400,000 00 |
| The Lake Superior Terminals Company, Limited— | |
| 5 per cent mortgage gold bonds.. . . . | 2,000,000 00 |
| Capital stock.. . . . | 500,000 00 |
| The Canadian Northern Telegraph Company— | |
| 5 per cent general mortgage bonds. . . | 2,000,000 00 |
| Capital stock.. . . . | 500,000 00 |
| The Winnipeg Land Company, Limited— | |
| 5 per cent first mortgage gold bonds.. | 300,000 00 |
| Capital stock.. . . . | 100,000 00 |
| The St. Boniface Western Land Company— | |
| 5 per cent first mortgage bonds.. . . . | 750,000 00 |
| Capital stock.. . . . | 250,000 00 |
| The Edmonton and Slave Lake Railway Company— | |
| 5 per cent first mortgage bonds. . . . | 420,000 00 |
| The Canadian Northern Railway Express Company, Limited— | |
| 4 per cent first mortgage gold bonds— | |
| £616 438.. . . . | 3,000,000 00 |
| Capital stock.. . . . | 1,000,000 00 |
| Canadian Northern Steamships, Limited— | |
| 5 per cent first mortgage debenture stock, | |
| £600,000.. . . . | 2,920,000 00 |
| Capital stock.. . . . | 2,000,000 00 |
| Canadian Northern System Terminals, Limited— | |
| 5 per cent first mortgage debenture | |
| stock and bonds.. . . . | 7,000,000 00 |
| Capital stock.. . . . | 2,000,000 00 |
| The Bay of Quinté Railway Company— | |
| Preferred stock.. . . . | 465,000 00 |
| Common stock.. . . . | 930,000 00 |
| Central Ontario Railway— | |
| Preferred stock.. . . . | 291,000 00 |
| Common stock.. . . . | 3,038,000 00 |
| The Irondale, Bancroft and Ottawa Railway Company— | |
| 5 per cent first mortgage bonds.. . . . | 450,000 00 |
| Capital stock.. . . . | 53,000 00 |
| The Marmora Railway and Mining Company— | |
| Bonds of Ontario, Belmont and Northern | |
| Railway.. . . . | 100,000 00 |
| Capital stock.. . . . | 100,000 00 |
| The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company— | |
| Capital stock.. . . . | 201,000 00 |
| The Niagara, St. Catharines and Toronto Railway Company— | |
| Capital stock.. . . . | 922,000 00 |

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ACQUIRED SECURITIES—*Concluded.*
SCHEDULE A—*Concluded.*

| | | |
|--|---------------|-----------------|
| The Niagara, St. Catharines and Toronto Navigation Company, Limited— First mortgage bonds.. . . . | 200,000 00 | |
| The Quebec and Lake St. John Railway Company— Capital stock.. . . . | 4,034,700 00 | |
| Canadian Northern Pacific Railway Company— Capital stock.. . . . | 25,000,000 00 | |
| The Canadian Northern Alberta Railway Company— Capital stock.. . . . | 3,000,000 00 | |
| Canadian Northern Western Railway Company— Capital stock.. . . . | 2,000,000 00 | |
| The Canadian Northern Saskatchewan Railway Company— Capital stock.. . . . | 1,000,000 00 | |
| Canadian Northern Manitoba Railway Company— Capital stock.. . . . | 250,000 00 | |
| The Canadian Northern Ontario Railway Company— Capital stock.. . . . | 10,000,000 00 | |
| Duluth, Winnipeg and Pacific Railway Company— Capital stock.. . . . | 3,060,000 00 | |
| Mount Royal Tunnel and Terminal Company, Limited— Capital stock.. . . . | 5,000,000 00 | |
| The Northern Consolidated Holding Company, Limited— Capital stock.. . . . | 4,446,700 00 | |
| The Holding Company whose issued capital is \$6,181,500 owns capital stock in the Canadian Northern Quebec Railway Company of \$5,064,600. | | |
| The Canadian Northern Quebec Railway Company— Capital stock.. . . . | 2,080,000 00 | |
| The Halifax and South Western Railway Company— Capital stock.. . . . | 925,000 00 | |
| The Bessemer and Barry's Bay Railway Company— Capital stock.. . . . | 125,000 00 | |
| | | \$93,341,400 00 |
| Cost to the Railway Company.. . . . | | \$46,372,891 71 |

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CANADIAN NORTHERN RAILWAY SYSTEM.

STATEMENT of Securities Outstanding, showing: Securities guaranteed by Dominion Government, Securities guaranteed by Provincial Governments, Securities Unguaranteed, Maturities of all Issues, Annual Fixed Charges, June 30, 1917.

| Security. | Date of Maturity. | Total Issue. | Annual Interest. |
|---|-------------------|----------------|------------------|
| | | \$ cts. | \$ cts. |
| <i>Guaranteed by Dominion Government.</i> | | | |
| Canadian Northern Railway— | | | |
| 3 % 1st Mtge. Debenture Stock..... | July 10, 1953 | 9,359,996 72 | 280,799 86 |
| 3½% 1st Mtge. Debenture Stock..... | July 20, 1958 | 7,896,588 26 | 276,380 47 |
| 4 % 1st Mtge. Debenture Stock..... | Sept. 1, 1934 | 44,866,667 33 | 1,794,666 66 |
| Canadian Northern Alberta Railway— | | | |
| 3½% 1st Mtge. Debenture Stock..... | April 1, 1962 | 3,569,996 86 | 124,949 88 |
| 3½% 1st Mtge. Debenture Stock..... | May 4, 1960 | 3,149,998 66 | 110,249 96 |
| Canadian Northern Ontario Railway— | | | |
| 3½% 1st Mtge. Debenture Stock..... | May 19, 1961 | 35,770,000 00 | 1,251,950 00 |
| Total Dominion guarantees..... | | 104,613,247 83 | 3,838,996 83 |
| <i>Guaranteed by Province of Ontario.</i> | | | |
| Canadian Northern Ontario Railway— | | | |
| 3½% 1st Mtge. Deb. Stock (1938)..... | June 30, 1938 | 6,724,015 39 | 235,340 54 |
| 3½% 1st Mtge. Deb. Stock (1936)..... | July 10, 1936 | 1,135,982 20 | 39,759 38 |
| | | 7,859,997 59 | 275,099 92 |
| <i>Guaranteed by Manitoba Government.</i> | | | |
| Canadian Northern Railway— | | | |
| 4 % Consolidated Debenture Bonds..... | June 30, 1930 | 10,784,046 66 | 431,361 87 |
| 4 % Ontario Division Bonds..... | June 30, 1930 | 5,580,606 66 | 223,224 26 |
| 4½% Ontario Division Bonds..... | June 30, 1930 | 164,980 00 | 7,424 26 |
| 4 % Winnipeg Terminal Bonds..... | July 1, 1939 | 3,000,000 00 | 120,000 00 |
| 4 % 1st Mtge. Stock..... | June 30, 1930 | 4,319,998 86 | 172,799 90 |
| 4½% Can. Nor. Manitoba..... | | 160,680 00 | 7,230 60 |
| 4 % Branch Line Bonds..... | Feb. 1, 1929 | 1,137,340 00 | 45,493 60 |
| 4 % Gilbert Plains Bonds..... | Nov. 1, 1930 | 2,433 33 | 97 33 |
| 4 % Manitoba & S.E. Ry. Bonds..... | Feb. 1, 1929 | 512,460 00 | 20,498 40 |
| | | 25,662,545 51 | 1,023,130 22 |
| <i>Guaranteed by Saskatchewan Government.</i> | | | |
| Canadian Northern Railway— | | | |
| 4% 1st Mtge. Stock..... | Jan. 23, 1939 | 13,709,399 99 | 548,385 98 |
| Canadian Northern Saskatchewan Railway— | | | |
| 4½% 1st Mtge. Stock..... | Dec. 19, 1943 | 1,174,813 33 | 52,866 60 |
| | | 14,884,213 32 | 601,252 58 |
| <i>Guaranteed by Alberta Government.</i> | | | |
| Canadian Northern Railway— | | | |
| 4% 1st Mtge. Debenture Stock..... | Feb. 25, 1939 | 9,726,364 26 | 389,054 56 |
| Canadian Northern Western Railway— | | | |
| 4½% 1st Mtge. Debenture Stock..... | Feb. 16, 1942 | 6,424,000 00 | 289,080 00 |
| 4½% 1st Mtge. Debenture Stock..... | Oct. 22, 1943 | 2,799,997 73 | 125,999 90 |
| | | 18,950,361 99 | 804,134 46 |

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CANADIAN NORTHERN RAILWAY SYSTEM—Continued.

STATEMENT of Securities Outstanding, etc.—Continued.

| Security. | Date of Maturity. | Total Issue. | Annual Interest. |
|---|-------------------|----------------|------------------|
| <i>Guaranteed by British Columbia Government.</i> | | \$ cts. | \$ cts. |
| Canadian Northern Pacific Railway— | | | |
| 4 % 1st Mtge. Debenture Stock..... | April 2, 1950 | 20,999,997 59 | 839,999 90 |
| 4½ % Terminal Debenture Stock..... | April 2, 1950 | 8,614,000 00 | 387,630 00 |
| 4½ % Branch Line Stock..... | April 2, 1950 | 5,543,527 54 | 249,458 74 |
| 4½ % Second Charge Stock..... | April 2, 1950 | 4,999,998 73 | 224,999 94 |
| | | 40,157,523 86 | 1,702,088 58 |
| Total Provincial guarantees..... | | 107,514,642 27 | 4,410,705 76 |
| <i>Unguaranteed Securities.</i> | | | |
| Canadian Northern Railway— | | | |
| 4 % Perp. Consol. Debenture Stock..... | Perpetual..... | 61,837,788 96 | 2,473,511 55 |
| 4 % 1st Mtge. Pas Mission Bonds..... | April 12, 1939. | 880,000 00 | 35,200 00 |
| 4½ % 1st Mtge. Gunflint Bonds..... | June 30, 1930. | 669,000 00 | 30,105 00 |
| 4½ % Prince Albert Branch Bonds..... | June 30, 1930. | 693,900 00 | 31,225 50 |
| Canadian Northern Ontario Railway— | | | |
| 4 % Perp. Consol. Debenture Stock..... | Perpetual..... | 12,658,910 51 | 506,356 42 |
| Central Ontario Railway— | | | |
| 5 % 1st Mtge. Bonds..... | Jan. 1, 1934.. | 945,593 33 | 47,279 66 |
| Bay of Quinte Railway— | | | |
| *5 % 1st Mtge. Bonds..... | Jan. 2, 1927.. | 780,000 00 | 39,000 00 |
| Irondale, Bancroft & Ottawa Railway— | | | |
| 5 % Mtge. Bonds..... | Jan. 1, 1953.. | | |
| Canadian Northern Quebec Railway— | | | |
| 4 % Perpetual Debenture Stock..... | Perpetual..... | 5,435,127 39 | 217,405 09 |
| Great Nor. Ry. of Canada 4 % Bonds..... | Oct. 1, 1934.. | 3,505,750 00 | 140,230 00 |
| Quebec & Lake St. John Railway— | | | |
| 4 % 1st Mtge. Debenture Stock..... | Perpetual..... | 4,486,813 60 | 179,472 54 |
| Duluth, Winnipeg & Pacific Railway— | | | |
| 4 % 1st Mtge. Stock..... | June 1, 1939 | 8,221,907 27 | 328,876 28 |
| Duluth, R.L. & Wpg. Ry. 5 % Bonds..... | Jan. 1, 1921 | 2,000,000 00 | 100,000 00 |
| Halifax & Southwestern Railway— | | | |
| 3½ % 1st Mtge. Bonds..... | Sept. 30, 1943 | 5,663,666 66 | 198,228 32 |
| Niagara, St. Catharines & Toronto Railway— | | | |
| 5 % 1st Mtge. Bonds..... | Nov. 1, 1929 | 1,504,000 00 | 75,200 00 |
| 5 % 2nd Mtge. Bonds..... | Nov. 1, 1929 | 536,500 00 | 26,825 00 |
| Qu'Appelle, Long Lake & Saskatchewan Railway & Steamboat Co.— | | | |
| 4 % 1st Mtge. Stock..... | July 1, 1936 | 5,019,681 10 | 200,787 24 |
| Mount Royal Tunnel and Terminal Co., Ltd.— | | | |
| 5 % 1st Mtge. Bonds..... | April 15, 1970 | 11,430,033 39 | 571,501 67 |
| James Bay and Eastern Railway— | | | |
| *5 % 1st Mtge. Bonds..... | Sept. 1, 1945 | 300,000 00 | 15,000 00 |
| Minnesota and Manitoba Railway— | | | |
| 4 % 1st Mtge. Bonds..... | Sept. 1, 1931 | 349,000 00 | 13,960 00 |
| | | 126,917,672 21 | 5,230,164 27 |

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CANADIAN NORTHERN RAILWAY SYSTEM— *Concluded.*

STATEMENT of Securities Outstanding, etc.— *Concluded.*

| Securities. | Date of Maturity. | Total Issue. | Annual Interest. |
|----------------------------------|-------------------|----------------|------------------|
| <i>Land Securities.</i> | | | |
| Canadian Northern Railway— | | | |
| 4% Land Grant Bonds (1909)..... | July 1, 1938 | 1,852,740 00 | 74,109 60 |
| †4% Land Grant Bonds (1899)..... | Feb. 1, 1919 | 2,000,000 00 | |
| 5% Land Mtge. Debentures..... | June 1, 1923 | 17,033,333 33 | 851,666 67 |
| Total Unguaranteed..... | | 147,803,745 54 | 6,155,940 54 |
| Grand Total..... | | 359,931,635 64 | 14,405,643 13 |

—In addition to above, the following are authorized and issued:—
(a) Canadian Northern Railway 5 per cent Income Charge Convertible Debenture Stock, \$25,000,000.
(b) Imperial Rolling Stock Co., Ltd., Equipment Trusts, \$14,846,500.
NOTES.—(*)—In Treasury.
(†)—Interest payable from funds in hands of National Trust Co., Ltd.

CANADIAN NORTHERN RAILWAY SYSTEM.
IMPERIAL ROLLING STOCK COMPANY, LIMITED—EQUIPMENT NOTES OUTSTANDING, JUNE 30, 1917.

| Series. | Principal Outstanding. | Principal Payable. | Interest Payable. |
|------------|------------------------|--------------------|-------------------|
| | \$ cts. | \$ cts. | \$ cts. |
| "P"..... | 100,000 00 | 100,000 00 | 2,250 00 |
| "R"..... | 170,000 00 | 170,000 00 | 7,650 00 |
| "S"..... | 200,000 00 | 100,000 00 | 9,000 00 |
| "T"..... | 450,000 00 | 150,000 00 | 16,875 00 |
| "U"..... | 150,000 00 | 50,000 00 | 5,625 00 |
| "V"..... | 1,200,000 00 | 300,000 00 | 47,250 00 |
| "A-1"..... | 1,476,000 00 | 368,000 00 | 62,280 00 |
| "B-1"..... | 675,500 00 | 150,000 00 | 28,698 75 |
| "C-1"..... | 1,100,000 00 | 220,000 00 | 47,025 00 |
| "D-1"..... | 1,650,000 00 | 330,000 00 | 70,537 50 |
| "E-1"..... | 1,155,000 00 | 210,000 00 | 49,612 50 |
| "F-1"..... | 2,530,000 00 | 420,000 00 | 109,125 00 |
| "G-1"..... | 650,000 00 | 100,000 00 | 28,125 00 |
| "H-1"..... | 510,000 00 | 80,000 00 | 24,500 00 |
| "K-1"..... | 1,580,000 00 | 210,000 00 | 76,375 00 |
| "L-1"..... | 1,250,000 00 | 132,000 00 | 60,850 00 |
| | 14,846,500 00 | 3,090,000 00 | 645,778 75 |

Total Cost of Equipment Purchased.....\$ 61,398,386
Equipment Notes Outstanding.....14,846,500
Net Expenditure on Equipment.....\$ 46,551,886

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CANADIAN NORTHERN RAILWAY SYSTEM.

SECURITIES PLEDGED AS COLLATERAL, JUNE 30, 1917.

| <i>Guaranteed Securities.</i> | \$ cts. | \$ cts. |
|---|---------------|----------------|
| C.N.R., 4% Gtd. Dom. Govt..... | 27,833,334 00 | |
| C.N.Alta., 3½% Gtd. Dom. Govt..... | 3,569,996 86 | |
| C.N.Ont., 3½% Gtd. Dom. Govt..... | 1,540,003 13 | 32,943,333 99 |
| C.N. Man., 4½% Prov. of Man..... | 160,680 00 | |
| C.N.R., 4% Prov. of Alta..... | 1,949,698 60 | |
| C.N.R., 4% Prov. of Sask..... | 3,246,066 66 | |
| C.N. Pac., 4½% Br. Lines B.C. Govt..... | 5,543,527 54 | |
| C.N.Pac., 4½% 2nd Charge D.S. B.C. Govt..... | 4,999,998 73 | |
| C.N.Sask., 4½% Saskatchewan..... | 1,174,813 33 | |
| C.N.Sask., 4½% Saskatchewan (Terminals)..... | 486,666 66 | 17,561,451 52 |
| | | 50,504,785 51 |
| <i>Unguaranteed Securities.</i> | | |
| C.N.R., 4% P. C. D. S..... | 12,382,099 44 | |
| C.N.R., 4½% Prince Albert Branch..... | 693,900 00 | |
| C.N.R., 4% Pas Mission..... | 880,000 00 | |
| C.N.O., 4% P. C. D. S..... | 3,934,797 31 | |
| C.N.Q., 4% D. S..... | 184,758 13 | |
| D.W. & P. Ry., 4% D. S..... | 1,216,910 00 | |
| Q. & L. St. J., 4% 1st Mtge. Stock..... | 234,310 53 | |
| H. & S.W. Ry., 3½% D. S..... | 1,216,666 66 | |
| C.N.R., 4½% Gunflint Branch..... | 669,000 00 | |
| N. St. C. & T. Ry., 5% 1st Mtge. Bonds..... | 406,000 00 | |
| N. St. C. & T. Ry., 5% 2nd Mtge. Bonds..... | 536,500 00 | |
| Mt. Royal T. & T., 5% Rent Charge Bonds..... | 9,191,366 72 | |
| C.N.R., 5% Land Mtge. Debs..... | 9,933,839 99 | |
| Land Grant, 4% Bonds, 1919..... | 1,657,500 00 | |
| C.N.R., 5% Income Charge Convertible D.S..... | 860,392 60 | |
| Q. & L. St. J., 1st Mtge. Bonds..... | 31,268 33 | |
| Q. & L. St. J., Income Bonds..... | 102,818 07 | |
| Jas. Bay & E. Ry., 5% 1st Mtge. Bonds..... | 300,000 00 | |
| Can. Nor. Prairie Lands Co., Ltd. Shares..... | 50,095 00 | |
| Can. Nor. Ry., 6% Mortgage (Dom. Govt.)..... | 15,000,000 00 | 59,482,222 78 |
| <i>Land Grants.</i> | | |
| C.N.O.Ry. Land Grant, 2,000,000 acres..... | 4,536,931 00 | |
| C.N.Que. Ry. Land Grant, 402,000 acres..... | 1,208,580 00 | 5,745,511 00 |
| | | 115,732,519 29 |

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FUNDED DEBT OF THE CANADIAN NORTHERN RAILWAY COMPANY.
SCHEDULE B.

*Guaranteed as to Principal and Interest
by the Dominion of Canada.*

| | Sterling. | Currency. |
|--|------------|-----------------|
| 3 per cent first mortgage debenture stock... | £1,923,287 | \$ 9,359,996 72 |
| 3½ per cent first mortgage debenture stock. | 1,622,586 | 7,896,588 26 |
| 4 per cent Dominion guaranteed debenture stock..... | ..... | 17,060,333 33 |

*Guaranteed by Government of
Manitoba.*

| | | | |
|--|------------|---------------|----|
| 4 per cent consolidated debenture bonds. . . | £2,215,900 | \$ 10,784,046 | 65 |
| Underlying bonds— | | | |
| 4 per cent Sifton Branch bonds.. . . . | 233,700 | 1,137,340 | 00 |
| 4 per cent Gilbert Plains Branch bonds. | 500 | 2,433 | 33 |
| 4 per cent Manitoba and S.E. bonds.. | 105,300 | 512,460 | 00 |
| 4 per cent Ontario Division bonds.. . . . | 1,180,600 | 5,745,586 | 66 |
| 4 per cent Terminal bonds.. | 616,438 | 3,000,000 | 00 |
| 4 per cent first mortgage debenture stock.. | 587,671 | 2,859,998 | 87 |

Guaranteed by Government of
Saskatchewan.

| | | |
|---|------------|-----------------|
| 4 per cent first mortgage debenture stock.. | £1,650,000 | \$ 8,029,999 99 |
|---|------------|-----------------|

*Guaranteed by Government of
Alberta.*

| | | |
|---|------------|-----------------|
| 4 per cent first mortgage debenture stock.. | £1,147,945 | \$ 5,586,665 64 |
|---|------------|-----------------|

| | | | |
|---|------------|---------------|----|
| 4 per cent perpetual consolidated debenture stock..... | £9,234,867 | \$ 14,943,019 | 40 |
| 4 per cent land grant bonds (1909) | 344,300 | 1,675,593 | 34 |
| 4 per cent land grant bonds (1899) .. .. | ..... | 2,000,000 | 00 |
| 5 per cent land mortgage debentures | 1,500,000 | 7,300,000 | 00 |
| 4½ per cent Prince Albert Branch bonds .. | ..... | 300,000 | 00 |
| Long term loan at 4 per cent against deposit of \$352,000 bonds of Minnesota and Manitoba Railroad Company payable 1930 .. .. . | ..... | 349,000 | 00 |
| | | <hr/> | |
| | | \$128,543,062 | 19 |

FUNDED DEBT OF AFFILIATED COMPANIES OF THE CANADIAN NORTHERN
RAILWAY SYSTEM.

SCHEDULE C.

*The Canadian Northern Alberta Railway
Company.*

| Guaranteed by Dominion Government— | Sterling. | Currency. |
|---|---------------|-----------------|
| - 3½ per cent first mortgage debenture stock..... | £ 647,260 0 0 | \$ 3,149,998 66 |

Canadian Northern Western Railway Company.

Guaranteed by Government of Alberta—

| | | | | | |
|---|-----------|---|---|--------------|----|
| 4½ per cent first mortgage debenture bonds (1943) | £ 575,342 | 0 | 0 | \$ 2,799,997 | 73 |
| 4½ per cent first mortgage debenture stock (1942) | 1,320,000 | 0 | 0 | 6,424,000 | 00 |

Canadian Northern Pacific Railway Company.

Guaranteed by Government of British Columbia—

| | | | | | |
|--|------------|---|---|---------------|----|
| 4 per cent first mortgage debenture stock.. .. . | £3,372,329 | 0 | 0 | \$ 16,412,001 | 13 |
| 4½ per cent terminal debenture stock. | 1,770,000 | 0 | 0 | 8,614,000 | 00 |

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FUNDED DEBT OF AFFILIATED COMPANIES—*Concluded.*SCHEDULE C—*Concluded.**The Canadian Northern Ontario Railway Company.*

Guaranteed by Dominion Government—

3½ per cent first mortgage debenture stock... .. £7,033,561 0 0 \$ 34,229,996 87

Guaranteed by Government of Ontario—

3½ per cent first mortgage debenture stock... .. £1,615,068 0 0 \$ 7,859,997 59

4 per cent perpetual consolidated debenture stock... ..

£1,866,499 0 0 \$ 9,083 628 46

Central Ontario Railway.

5 per cent first mortgage bonds... .. £ 185,600 0 0 \$ 903,253 34

The Bay of Quinté Railway Company.

5 per cent first mortgage bonds... .. \$ 780,000 00

The Canadian Northern Quebec Railway Company.

4 per cent perpetual consolidated debenture stock... .. £1,078,843 0 0 \$ 5,250,369 26

Great Northern Railway of Canada 4 per cent bonds... .. 3,505,750 00

The Quebec and Lake St. John Railway Company.

4 per cent first mortgage perpetual debenture stock... .. £ 895,688 0 0 \$ 4,359,014 93

Duluth, Winnipeg and Pacific Railway Company.

4 per cent first mortgage debenture stock.. £1,440,683 0 0 \$ 7,011,323 93

Duluth, Rainy Lake and Winnipeg Railway Company.

5 per cent first mortgage bonds... .. \$ 2,000,000 00

The Halifax and South Western Railway Company.

3½ per cent first mortgage bonds... .. \$ 4,447,000 00

The Niagara, St. Catharines and Toronto Railway Company.

5 per cent first mortgage bonds... .. \$ 1,098,000 00

The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.

4 per cent first mortgage guaranteed debenture stock... .. £1,031,412 6 0 \$ 5,019,539 86

Mount Royal Tunnel and Terminal Company, Limited.

5 per cent first mortgage rent charge bonds. £460,000 0 0 \$ 2,238,666 66

\$125,186,538 42

10 GEORGE V, A. 1920

CANADIAN NORTHERN RAILWAY SYSTEM.

OPERATING REVENUE, OPERATING EXPENSES AND NET EARNINGS.

YEAR ENDING DECEMBER 31, 1918—COMPARED WITH PREVIOUS FISCAL YEAR.

OPERATING REVENUE.

| Per cent. | 1918. | Class. | 1917. | Per cent. |
|-----------|---------------|--------------------------|---------------|-----------|
| 16.54 | 7,824,444 44 | Passenger..... | 7,055,427 81 | 17.01 |
| 77.65 | 36,735,869 46 | Freight..... | 32,012,791 03 | 77.19 |
| 0.52 | 245,187 12 | Mails..... | 249,983 06 | 0.62 |
| 2.04 | 964,617 55 | Express..... | 856,402 77 | 2.06 |
| 3.25 | 1,539,893 34 | Miscellaneous..... | 1,295,417 17 | 3.12 |
| 100.00 | 47,310,011 91 | Total..... | 41,470,021 84 | 100.00 |

OPERATING EXPENSES.

| Per cent. | 1918. | Class. | 1917. | Per cent. |
|-----------|---------------|--|---------------|-----------|
| | \$ cts. | | \$ cts. | |
| 20.56 | 9,060,264 79 | Maintenance of Way and Structures..... | 7,059,883 88 | 20.75 |
| 19.29 | 8,498,673 11 | Maintenance of Equipment..... | 6,086,901 56 | 17.89 |
| 1.81 | 797,181 68 | Traffic Expenses..... | 777,121 18 | 2.29 |
| 54.26 | 23,907,348 28 | Transportation Expenses..... | 18,247,439 92 | 53.62 |
| 1.31 | 576,071 12 | Miscellaneous Operations..... | 546,378 12 | 1.61 |
| 2.77 | 1,223,410 96 | General Expenses..... | 1,308,927 77 | 3.84 |
| 100.00 | 44,062,949 94 | Total..... | 34,026,652 43 | 100.00 |

SUMMARY OF REVENUES AND EXPENSES.

| Per cent. | 1918. | Class. | 1917. | Per cent. |
|-----------|---------------|-------------------------------|---------------|-----------|
| | \$ cts. | | \$ cts. | |
| 93.13 | 47,310,011 91 | Operating Revenues..... | 41,470,021 84 | |
| 6.87 | 44,062,949 94 | Operating Expenses..... | 34,026,652 43 | 82.04 |
| | 3,247,061 97 | Net Earnings..... | 7,443,369 41 | 17.96 |
| 100.00 | | | | 100.00 |

DESCRIPTION OF FREIGHT CARRIED.

| | | For the Year-ended Dec. 31. | |
|--|-----------------------|-----------------------------|-------------|
| | | 1918. | 1917. |
| Flour..... | Sacks (100 lbs. each) | 8,904,498 | 7,138,927 |
| Grain..... | Bushels..... | 93,935,078 | 112,971,191 |
| Live Stock..... | Head (all kinds).... | 654,583 | 609,409 |
| Logs and Lumber..... | Feet..... | 1,614,829 | 1,970,656 |
| Firewood..... | Cords..... | 362,118 | 334,489 |
| Coal..... | Tons..... | 2,373,985 | 2,126,334 |
| Immigrants' Effects..... | Cars..... | 5,279 | 3,958 |
| Building Material (Lime, Stone, Brick, Sand, etc.) | Cars..... | 29,794 | 33,340 |
| Miscellaneous..... | Tons..... | 4,048,065 | 4,269,115 |

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CANADIAN NORTHERN RAILWAY SYSTEM.

EARNINGS, EXPENSES AND NET EARNINGS.

PER MILE OPERATED YEAR ENDING DECEMBER 31, 1918.

| Year. | Average Miles operated. | Earnings. | Expenses. | Net Earnings. |
|-----------|-------------------------|-----------|-----------|---------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| 1917..... | 9.433 | 4,396 27 | 3,607 19 | 789 08 |
| 1918..... | 9.452 | 5,005 29 | 4,661 76 | 343 53 |

FIXED CHARGES PER MILE OF LINE.

| | 1918. | 1917. |
|--|----------|----------|
| | \$ cts. | \$ cts. |
| Amount required per mile of road to pay fixed charges, including leased lines... | 1,893 60 | 1,695 24 |

PASSENGER, FREIGHT AND MISCELLANEOUS STATISTICS.
COMPARED WITH PREVIOUS FISCAL YEAR.

| | 1918. | 1917. | + Increase or - Decrease. |
|--|---------------|---------------|---------------------------------|
| <i>Passenger Traffic.</i> | | | |
| Passengers Carried (Earning Revenue)..... | 4,114,965 | 4,503,958 | - 388,993 |
| Passengers Carried one mile..... | 288,067,800 | 293,322,255 | - 5,254,455 |
| Passengers Carried one mile per mile of road..... | 30,477 | 31,425 | - 948 |
| Average distance carried..... | 70.01 | 65.13 | + 4.88 |
| Total Passenger Revenue.....\$ | 7,128,141 55 | 6,437,305 25 | + 690,836 30 |
| Average amount received per passenger.....\$ | 1.73,225 | 1.42,925 | + .30,300 |
| Average amount received per passenger per mile. Cts. | .02,474 | .02,194 | + .00,280 |
| Total Passenger Train Earnings..... | 8,783,084 63 | 7,970,489 84 | + 812,594 79 |
| Passenger Train Earnings per train mile.....\$ | 1.28,903 | 1.14,649 | + 0.14,254 |
| <i>Freight Traffic.</i> | | | |
| Revenue Tons carried..... | 13,289,641 | 13,834,676 | - 545,035 |
| Revenue Tons carried one mile..... | 4,021,275,963 | 4,328,241,986 | - 306,966,023 |
| Revenue Tons carried one mile per mile of road..... | 425,442 | 463,707 | - 38,265 |
| Average distance haul of one ton..... | 302.59 | 312.86 | - 10.27 |
| Total Freight Revenue.....\$ | 35,674,816 63 | 31,134,034 68 | + 4,540,781 95 |
| Average amount received for each ton of freight.....\$ | 2.68,441 | 2.25,043 | + 0.43,398 |
| Average Revenue per ton per mile.....Cts. | .00,887 | 0.00,719 | + 0.00,168 |
| Total Freight Train Earnings.....\$ | 36,719,136 76 | 31,937,926 59 | + 4,781,210 17 |
| Freight Train Earnings per train mile.....\$ | 3.24,220 | 2.69,118 | + 0.55,102 |
| <i>Train Mileage.</i> | | | |
| Miles of Passenger Trains..... | 5,044,607 | 5,037,334 | + 7,273 |
| Mileage of Freight Trains..... | 9,556,238 | 9,952,918 | - 396,680 |
| Mileage of Mixed Trains..... | 1,769,124 | 1,914,725 | - 145,601 |
| <i>Expenses per Traffic Train Mile.</i> | | | |
| Maintenance of Way and Structures.....Cts. | 54.67 | 41.28 | + 13.39 |
| Maintenance of Equipment.....Cts. | 51.12 | 35.39 | + 15.73 |
| Traffic Expenses.....Cts. | 04.79 | 04.52 | + 0.27 |
| Transportation Expenses.....Cts. | 1.43.69 | 1.05.83 | + 37.86 |
| Miscellaneous Operations.....Cts. | 03.52 | 03.23 | + .29 |
| General Expenses.....Cts. | 07.10 | 07.42 | - .32 |
| Total.....\$ | 2 64.89 | 1 97.67 | + 67.22 |

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PASSENGER, FREIGHT AND MISCELLANEOUS STATISTICS—*Concluded.*

OPERATIONS OF ELECTRIC LINES NOT INCLUDED IN ABOVE STATEMENT.

| <i>Electric Line Statistics.</i> | 1917. | 1918. | Increase or Decrease. |
|---|------------|------------|-----------------------------|
| Passengers Carried (Earning Revenue)..... | 6,036,625 | 5,859,032 | + 177,593 |
| Total Passenger Revenue.....\$ | 504,319 84 | 441,675 72 | + 62,644 12 |
| Revenue Tons Carried..... | 409,704 | 423,642 | - 13,938 |
| Total Freight Revenue.....\$ | 252,746 20 | 225,809 38 | + 26,936 82 |

CANADIAN NORTHERN RAILWAY SYSTEM.

SUMMARY OF EQUIPMENT.

| | At December 31. | | |
|---|-----------------|--------|--------|
| | 1918. | 1917. | 1916. |
| Locomotives..... | 788 | 735 | 740 |
| Sleeping and Dining Cars..... | 116 | 116 | 117 |
| Passenger Coaches..... | 596 | 624 | 635 |
| Baggage, Mail and Express Cars..... | 191 | 187 | 190 |
| Business Cars..... | 25 | 22 | 22 |
| Freight, Refrigerator and Stock Cars..... | 31,828 | 29,489 | 29,368 |
| Conductors Vans..... | 426 | 443 | 454 |
| Boarding, Tool, Auxiliary Cars, Steam Shovels and Snow Equipment... | 1,676 | 1,520 | 1,272 |

CANADIAN NORTHERN RAILWAY SYSTEM.

MILEAGE OF RAILWAY.

The total mileage operated at the close of the fiscal year ended December 31, 1918, including lines owned and leased, was 9,566.5 miles, made up as follows:—

CENTRAL DIVISION—WEST OF PORT ARTHUR.

| | | |
|--|-------|-------|
| District No. 1— | | |
| Port Arthur to Paddington Junction.. . . . | 435.1 | |
| Twin City to North Lake.. . . . | 58.1 | |
| Emerson to South Junction.. . . . | 71.6 | |
| Duluth Junction to River D.W. & P.. . . . | 1.5 | |
| | | 566.3 |
| District No. 2— | | |
| Winnipeg Transfer Tracks.. . . . | 1.2 | |
| Portage Junction to Emerson.. . . . | 63.4 | |
| Morris to Somerset.. . . . | 62.2 | |
| St. James to Gypsumville.. . . . | 156.7 | |
| Gross Isle to Hodgson.. . . . | 80.7 | |
| Greenway to Deloraine.. . . . | 79.7 | |
| Paddington Junction to Victoria Beach and Grand Beach. | 72.6 | |
| Carman Junction to Belmont.. . . . | 118.8 | |
| Steep Rock Junction to Steep Rock.. . . . | 12.0 | |
| De Lourdes.. . . . | 2.6 | |
| Dundee.. . . . | 4.0 | |
| Paddington Junction to Woodward Avenue Junction.. . | 4.2 | |
| | | 658.1 |
| District No. 3— | | |
| Woodward Avenue to Dauphin.. . . . | 175.6 | |
| Delta Junction to Delta.. . . . | 14.8 | |
| Oakland to Amaranth.. . . . | 44.0 | |
| Arizona Junction to Brandon.. . . . | 78.8 | |
| Neepawa Junction to McCreary Junction.. . . . | 70.4 | |
| Brandon Junction to Carberry Junction.. . . . | 22.9 | |
| Rosburn Junction to Ross Junction.. . . . | 190.6 | |
| Hallboro to Beulah.. . . . | 75.0 | |
| Ochre River to End of Track.. . . . | 15.0 | |
| Wroxton to Willowbrook.. . . . | 41.0 | |
| Totogan Junction to Totogan.. . . . | 1.8 | |
| | | 729.9 |

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CENTRAL DIVISION—WEST OF PORT ARTHUR.—*Continued.*

District No. 4—

| | | |
|---|-------|-------|
| Brandon to Canadian Northern Junction.. . . . | 219.5 | |
| Maryfield to Radville.. . . . | 139.8 | |
| Luxton to Estevan.. . . . | 24.9 | |
| M. & B. Junction to Hartney Junction.. . . . | 38.0 | |
| Belmont to Virden.. . . . | 91.9 | |
| Radville to Bengough.. . . . | 45.2 | |
| Moosejaw Junction to Moosejaw.. . . . | 85.8 | |
| Gravelbourg Junction to Gravelbourg.. . . . | 78.6 | |
| | | 723.7 |

WESTERN DIVISION—WEST OF PORT ARTHUR.

District No. 1—

| | | |
|---|-------|-------|
| Dauphin to Humbolt.. . . . | 247.3 | |
| North Junction to Prince Albert.. . . . | 360.5 | |
| Sifton Junction to Winnipegosis.. . . . | 20.7 | |
| Thunderhill to Preeceville.. . . . | 72.1 | |
| Hudson Bay Junction to The Pas.. . . . | 87.5 | |
| Melfort to St. Brieux.. . . . | 21.5 | |
| Canora to Sturgis Junction.. . . . | 21.7 | |
| | | 831.3 |

District No. 2—

| | | |
|--------------------------------------|-------|-------|
| Regina to East Prince Albert.. . . . | 249.3 | |
| Saskatoon to Kindersley.. . . . | 126.1 | |
| Delisle to Dunblane.. . . . | 59.4 | |
| Elrose Junction to Glidden.. . . . | 104.0 | |
| Humbolt to North Battleford.. . . . | 147.6 | |
| Dalmeny to Carlton.. . . . | 35.8 | |
| Prince Albert to Denholm.. . . . | 116.5 | |
| Shellbrook to Big River.. . . . | 56.5 | |
| Craven Junction to Craven.. . . . | 4.4 | |
| | | 899.6 |

District No. 3—

| | | |
|---|-------|-------|
| North Battleford to Lobstick Junction.. . . . | 331.0 | |
| North Battleford to Turtleford.. . . . | 55.7 | |
| Battleford Junction to Battleford.. . . . | 8.0 | |
| Edmonton Junction to Stoney Plains.. . . . | 19.4 | |
| St. Albert to Athabasca.. . . . | 85.8 | |
| Edmonton and South Edmonton Terminals.. . . . | 11.1 | |
| Peace River Junction to Sangudo.. . . . | 33.4 | |
| | | 544.4 |

District No. 4—

| | | |
|---|-------|-------|
| Kindersley to Calgary.. . . . | 273.4 | |
| Munson Junction to Vegreville.. . . . | 162.1 | |
| Warden to Nordegg.. . . . | 174.0 | |
| Camrose to Terminal Junction.. . . . | 45.8 | |
| S.E. Junction (Camrose) to Alliance.. . . . | 59.3 | |
| | | 714.6 |

PACIFIC DIVISION—WEST OF EDMONTON.

| | | |
|---|-------|-------|
| Lobstick Junction to Chiplake, C.N.R. joint with G.T.P.. . . | 13.2 | |
| Chiplake to Obed, Conn., G.T.P. joint with C.N.R.. . . . | 77.8 | |
| Obed, Conn., to Snaring, Conn., C.N.R. joint with G.T.P.. . . | 59.3 | |
| Snaring, Conn., to Geikie, G.T.P. joint with C.N.R.. . . . | 21.0 | |
| Geikie to Red Pass Junction, C.N.R. joint with G.T.P.. . . . | 35.1 | |
| Red Pass Junction to Blue River.. . . . | 88.7 | |
| Blue River to Kamloops.. . . . | 142.8 | |
| Kamloops to Boston Bar.. . . . | 125.7 | |
| Boston Bar to New Westminster.. . . . | 118.4 | |
| New Westminster to Vancouver, trackage rights over Great Northern.. . . . | 13.8 | |
| Victoria to Patricia Bay.. . . . | 15.5 | |
| | | 711.3 |

ONTARIO DIVISION—EAST OF PORT ARTHUR.

| | | |
|--|-------|-------|
| Toronto district— | | |
| Toronto (Union Station) to Rosedale, trackage rights on G.T.R. | 3.8 | |
| Rosedale to Parry Sound | 145.2 | |
| Udney to Grand Trunk Crossing | 7.4 | |
| Grand Trunk crossing, Orillia, trackage rights on C.P.R. | 2.8 | |
| Todmorden to Trenton | 105.0 | |
| Trenton to Wallace | 117.6 | |
| Ormsby Junction to Coe Hill | 7.2 | |
| York River to Howland (Kinmount Junction) | 51.0 | |
| Marmora Branch | 9.6 | |
| | | 449.6 |
| Ottawa district— | | |
| Picton to Trenton | 30.6 | |
| Yarker to Bannockburn | 54.5 | |
| Brockville to Westport | 44.4 | |
| Harrowsmith to Kingston, joint track with C.P.R. | 18.6 | |
| Trenton to Hurdman (Ottawa) | 145.7 | |
| Riverside to Ottawa Union Station trackage rights G.T.R. | 1.7 | |
| Rideau Junction to Brent | 157.8 | |
| | | 453.3 |
| Nipissing district— | | |
| Parry Sound to Capreol | 127.0 | |
| Sudbury Junction to Sudbury | 5.2 | |
| Garson Junction to Garson | 3.7 | |
| Key Junction to Key Harbour | 6.2 | |
| Algoma Eastern Connection | 2.4 | |
| Brent to Capreol | 144.8 | |
| Capreol to Foleyet | 148.3 | |
| Milnet to Sellwood | 5.2 | |
| | | 442.8 |
| Superior district— | | |
| Foleyet to Hornepayne | 148.1 | |
| Hornepayne to Jellicoe | 150.5 | |
| Jellicoe to Current Junction | 145.8 | |
| Current Junction to Port Arthur, joint track with C.P.R. | 2.1 | |
| | | 446.5 |

QUEBEC DISTRICT.

| | | |
|---------------------------------------|-------|-------|
| Montreal district— | | |
| Montreal (Moreau St.) to Joliette | 36.3 | |
| Joliette to Quebec | 139.8 | |
| Montreal (Tunnel Terminal) to Lazard | 7.3 | |
| Lazard to Hurdman (Ottawa) | 104.3 | |
| Grenville to Joliette | 66.0 | |
| Rawdon to Paradis | 15.7 | |
| Rinfret Junction to Huberdeau | 45.3 | |
| Aldred Junction to Terminal | 3.8 | |
| Garneau Junction to Rivière à Pierre | 39.8 | |
| St. Marc Quarries Spur | 1.9 | |
| Arundel to China Clay Mine | 9.2 | |
| | | 469.4 |
| Saguenay district— | | |
| Hedley Junction to Lake Edward | 109.9 | |
| Lake Edward to Chicoutimi | 115.1 | |
| Chambord Junction to St. Felicien | 29.7 | |
| Linton Junction to LaTuque | 39.6 | |
| Loretteville to Stoneham | 10.0 | |
| Valcartier to Clarks | 5.4 | |
| Morency Junction to Montmorency Mills | 7.2 | |
| | | 316.9 |

LINES IN PROVINCE OF NOVA SCOTIA.

| | | |
|---|-------|-------|
| Halifax to Southwestern Junction. Trackage rights over C.G.R. | 6.0 | |
| Southwestern Junction to Yarmouth | 246.4 | |
| Mahone Junction to Lunenburg | 7.0 | |
| Bridgewater Junction to Port Wade | 92.5 | |
| Caledonia Junction to Caledonia | 22.1 | |
| Middleton Junction to Middleton. Trackage rigts over D.A.R. | .6 | |
| | | 374.6 |

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MINNESOTA DIVISION.

| | |
|--|---------|
| Duluth to D.W. & P. Junction. Trackage rights over C. St. | |
| P.M. & O. Northern Pacific.. | 3.5 |
| D.W. & P. Junction to North Junction, via Virginia.. . . . | 75.5 |
| South Junction to Ranier (River).. | 93.6 |
| | <hr/> |
| | 172.6 |
| | <hr/> |
| | 9,504.9 |

ELECTRIC LINES IN PROVINCE OF ONTARIO.

| | |
|--|---------|
| Port Dalhousie to Niagara Falls.. | 17.5 |
| Thorold to Port Colborne.. | 18.6 |
| Niagara Falls to Fallsview.. | 4.6 |
| St. Catharines to Niagara-on-the-Lake.. | 12.2 |
| Local lines at St. Catharines, Thorold and Merritton.. . . . | 8.7 |
| | <hr/> |
| | 61.6 |
| | <hr/> |
| Total.. | 9,566.5 |

MILEAGE PER PROVINCE OR STATE.

| | |
|--|---------|
| Province of Nova Scotia.. | 374.6 |
| Province of Quebec.. | 729.5 |
| Province of Ontario.. | 2,253.3 |
| Province of Manitoba.. | 1,995.7 |
| Province of Saskatchewan.. | 2,218.3 |
| Province of Alberta.. | 1,246.9 |
| Province of British Columbia.. | 531.9 |
| State of Minnesota.. | 216.3 |
| | <hr/> |
| Total mileage.. | 9,566.5 |

AVERAGE MILES OPERATED FOR FISCAL YEAR.. 9,452

SUMMARY OF MILEAGE.

| | |
|---|---------|
| Mileage owned by Canadian Northern Railway system.. | 9,067.5 |
| Joint running rights, etc.— | |
| Toronto to Rosedale, G.T.R.. | 3.8 |
| Grand Trunk Crossing, Orillia, C.P.R.. | 2.8 |
| Harrowsmith to Kingston, C.P.R.. | 18.6 |
| Riverside to Ottawa Union Station, G.T.R.. | 1.7 |
| Current River to Port Arthur, C.P.R.. | 2.1 |
| Chip Lake to Obed, G.T.P.. | 77.8 |
| Snaring to Geikie, G.T.P.. | 21.0 |
| New Westminster to Vancouver, Gr. Nor.. | 13.8 |
| Halifax to Southwestern Junction, C.G.R.. | 6.0 |
| Middleton Junction to Middleton, D.A.R.. | .6 |
| Duluth to D.W. & P. Junction, Nor. Pac.. | 3.5 |
| | <hr/> |
| | 151.7 |
| LINES LEASED— | |
| Northern Pacific in Manitoba.. | 347.3 |
| | <hr/> |
| | 347.3 |
| | <hr/> |
| TOTAL MILEAGE OPERATED.. | 9,566.5 |

XII.—BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3, Edward VII, chapter 58 (1903), amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished, and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members (increased to six by the Act of 1908, chapter 62), to be appointed by the Governor in Council. This Act was brought into force on February 1, 1904, by proclamation, on the authority of an Order in Council, dated January 18, 1904, which also appointed certain persons as commissioners. By the Act of 1908, chapter

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61, the jurisdiction of the board was extended to cover the operation of telegraph and telephone lines, and by the Act of 1908, chapter 62, certain amendments were made to its constitution and otherwise. By the Act of 1909, chapter 31, the board was empowered to determine the maximum price to be charged for electricity developed through water powers leased from the Crown. An Act of 1910, chapter 50, amended certain provisions of the Railway Act regarding the powers of the board, and the Act of the same year, chapter 57, extended the jurisdiction of the board to cover the fixing by it of the tariffs of wireless telegraph and marine electric telegraphs or cables. The Act of 1911, chapter 22, gave powers to the board to require from railway companies the establishment of a staff of fire rangers, modified the previous enactments regarding the disposal of electricity developed through Government-leased water-powers, and amongst other enactments, made provision for action, through the board, to ensure the efficient operation of subsidized railways. The office of the board is at Ottawa, though it is authorized to hold session in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

The Board is required to make annually a report of its proceedings, which report is laid before Parliament.

The report for the year ending March 31, 1919, of which a summary is given below, has been received.

During the fiscal year the board held sixty-six public sittings, at which 320 applications were heard. These consisted of complaints of private individuals or of larger matters of general public interest affecting the community as a whole. The total number of applications and complaints dealt with by the board amounted to 3,326, 10 per cent of which were set down for formal hearing, and 90 per cent which were disposed of without the necessity of such a hearing.

In April, 1917, the railway companies applied for authority to increase their freight and passenger rates. There were ten sittings of the board on the matter at the most important cities from Montreal to Vancouver, and judgment on the question was issued December 26, 1917. The Engineering Department carried out a large number of inspections (179) covering the railways of the whole Dominion. These inspections covered the opening of railways for traffic, and also inspections of all kinds, such as culverts, railway crossings, cattle guards, bridges, subways, etc., to ensure safety.

The Operating Department carried out the inspection of locomotive boilers, safety appliances on cars and locomotives, investigations into accidents causing personal injury or loss of life, train and station service, etc. This department reports 264 fatal accidents. On the railways, 28 passengers, 117 employees and 119 other persons were killed. Of these 119 last mentioned, 77 were trespassers; 27 were killed at unprotected crossings, and 115 injured; 1 killed at protected crossings, and 7 injured; 3 killed at private crossings, and 6 injured.

The total damages by fire amounted to \$102,416. Of these fires 66 per cent were attributed to the railways; 26 per cent to other known causes, and 8 per cent to unknown causes.

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In the matter of the "Railway Grade Crossing Fund" established under Act 8-9 Edward VII, chapter 32, the board issued, during last year, 411 orders providing protection at 460 crossings.

In connection with the granting of aid to protective works under this fund, the board again draws attention to the fact that the limitation imposed by the Act has prevented contributions being made in as large a degree as would seem to be proper, in the public interest, in connection with the larger schemes of elimination of grade crossings.

Amongst the orders issued by the board was one directing the railway companies and the Government Railways in Canada to advance, by one hour, the Standard Time observed and used by them in the different zones in which they operate, the change to become effective at twelve o'clock Saturday evening, April 13, and to remain in force until two o'clock Friday morning, the 31st of October.

Five cases of appeals from decisions of the Board were made before the Supreme Court. These appeals are still pending. Of two appeals made before the Governor in Council, one was dismissed, and the other referred for re-consideration owing to existing conditions having been changed by the signing of the armistice.

Very complete details on the above matters will be found in the annual report of the board, which will be laid before Parliament in due course.

XIII.—CANALS.

The total expenditure on the Dominion canals for the twelve months ended March 31, 1919, was \$3,964,508.74, comprising \$2,211,935.48 charged to capital, \$164,046.18 charged to income, \$846,588.98 for staff, and \$741,938.10 for repairs; the last two items being charged to revenue.

The balance of rentals due on April 1, 1918, was \$177,140.98. The rentals accrued during the year amounted to \$287,895.90, making a total of \$465,036.88. Of this amount, there was collected during the year a total, after deducting abatements aggregating \$14,555.93, of \$245,315.93. The balance remaining due March 31, 1919, was \$205,165.02. It should be observed that, as a general rule, rentals are payable in advance, this fact accounting, to a considerable extent, for the large amount of rental due at the end of each year.

The total revenue collected amounted to \$387,654.90 balance being made up of wharfage dues, fines, etc., and a total of \$129,676.68 derived from the operation of the Port Colborne grain elevator on the Welland canal.

The expenditure and revenue of St. Andrews lock, operated by the Public Works Department, are not included in the above statements.

No tolls have been charged on any of the Dominion canals since 1903.

Summaries of these expenditures and receipts and other details will be found in the statements furnished by the accountant of the department, Appendix I, of the present report.

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CANAL TRAFFIC.

The following are the principal features of the canal traffic during the season of 1918:—

| Canals. | 1918, Compared with 1917. | | |
|---|---------------------------|-----------|------------|
| | Tons. | Increase. | Decrease. |
| <i>Welland.</i> | | | |
| Total freight moved..... | 2,174,298 | | 316,244 |
| Agricultural products..... | 287,986 | | 274,683 |
| Petroleum..... | 158,006 | | |
| Forest products. (In this is included 121,755 tons of pulpwood).... | 123,979 | | 119,986 |
| Coal..... | 1,402,358 | 101,691 | |
| Sand and stone..... | 121,223 | | |
| Total through freight west (up)..... | 133,692 | | 110,081 |
| “ “ east..... | 1,843,483 | | 115,567 |
| “ “ west and east..... | 1,977,175 | | 225,648 |
| “ “ in Canadian vessels..... | 1,357,565 | | 569,104 |
| “ “ in United States vessels..... | 619,610 | 343,456 | |
| “ “ to United States ports..... | 90,336 | 54,436 | |
| Total grain through to Montreal..... | 256,309 | | 278,513 |
| <i>St. Lawrence River Canals.</i> | | | |
| Total freight moved..... | 3,031,134 | | 360,010 |
| Agricultural products..... | 329,803 | | 234,382 |
| Forest products. (In this is included 298,519 tons of pulpwood).... | 397,678 | | 71,755 |
| Coal..... | 1,974,996 | 23,975 | |
| Total through freight east..... | 2,394,749 | | 219,607 |
| “ “ west..... | 346,887 | | 64,442 |
| “ “ east and west..... | 2,741,636 | | 284,049 |
| <i>Ottawa River Canals.</i> | | | |
| Total freight moved..... | 167,170 | | 47,665 |
| Forest products (lumber, 80,375 tons)..... | 84,540 | | 13,999 |
| Sand and stone..... | 53,135 | | |
| <i>Chambly.</i> | | | |
| Total freight moved..... | 369,186 | | 65,632 |
| Forest products..... | 219,387 | | 40,326 |
| Coal..... | 90,369 | | 38,853 |
| <i>Rideau.</i> | | | |
| Total freight moved..... | 54,136 | | 30,413 |
| Forest products..... | 7,378 | | 4,448 |
| Sand and stone..... | 30,371 | | |
| Coal..... | 3,668 | 530 | |
| <i>St. Peters.</i> | | | |
| Total freight moved..... | 59,716 | | 2,538 |
| Coal..... | 40,468 | | 1,565 |
| <i>Murray.</i> | | | |
| Total freight moved..... | 44,735 | | 12,868 |
| <i>Trent.</i> | | | |
| Total freight moved..... | 64,893 | 15,969 | |
| Forest products..... | 59,367 | 14,557 | |
| <i>Sault Ste. Marie.</i> | | | |
| Total freight moved..... | 12,913,711 | | 2,533,381 |
| Coal..... | 946,046 | | 301,841 |
| Iron ore..... | 10,102,480 | | 1,024,554 |
| Wheat moved, bushels..... | 32,308,602 | | 32,865,490 |
| Other grain moved, bushels..... | 10,736,802 | | 7,821,144 |
| Flour moved, barrels..... | 1,569,314 | | 1,760,733 |
| Lumber moved, feet, board measure..... | 4,987,800 | 1,036,200 | |
| Passage of vessels..... | 5,059 | | 278 |
| Lockages..... | 4,034 | | 108 |
| <i>All Canals.</i> | | | |
| Total freight moved.....Tons. | 18,883,619 | | 3,355,316 |
| Total passengers carried.....Number. | 212,151 | | 32,668 |

CANAL STATISTICS.

The traffic statistics of the Dominion canals for the season of navigation of 1918 are compiled by the Comptroller of Statistics, and are issued as a separate report.

XIV.—RAILWAY STATISTICS.

The digest of the sworn statements of railway companies, relating to their operations in Canada for the twelve months ended June 30, 1918, is prepared by the departmental Comptroller of Statistics, and is issued as a separate report.

XV.—SHIPBUILDING PROGRAMME.

Among the larger appropriations voted during the session that for the building of ships stands out prominently. The total under this head is \$40,000,000, of which \$30,000,000 was included in the main estimates, and \$10,000,000 in the supplementaries. This money is being expended in the carrying out of the Government's steel shipbuilding programme, which has for its object the building up of a Canadian mercantile marine, thus providing much needed tonnage for Canadian products going abroad. When the main estimates were before Parliament Hon. Mr. Ballantyne said that contracts for forty-five ships had been awarded and the additional \$10,000,000 in the supplementary estimates provide for several more.

One of the greatest problems in Canada is economical transportation both by rail and by water, as the country is essentially a producing and exporting one.

Canada now has the advantage of three great transcontinental railway systems facilitating inland transportation, and also of Atlantic ports, which are much nearer Europe than those of the United States, and are devoid of the difficulties of dangerous coasts.

The following table shows the sailing distances, in miles, from the leading Atlantic ports of Canada and the United States, for full-powered steamships to Liverpool, Plymouth, Cherbourg and Le Havre. The distances from Sydney, C.B., and St. John, N.B., are taken from tables prepared by the Surveyor General of Canada, and the others from Philip's Tables of Distances, a standard work.

| From | To Liverpool. | To Plymouth. | To Cherbourg. | To Le Havre. |
|-------------------------------|------------------|-----------------|------------------|-----------------|
| Halifax..... | 2,485 | 2,422 | 2,514 | 2,680 |
| Sydney..... | 2,284 | 2,247 | 2,340 | 2,405 |
| St. John, N.B..... | 2,692 | 2,655 | 2,748 | 2,813 |
| Montreal, via Belle Isle..... | 2,760 | 2,789 | 3,036 | 3,102 |
| Quebec, via Belle Isle..... | 2,625 | 2,654 | 2,901 | 2,967 |
| Portland, Me..... | 2,776 | 2,713 | 2,805 | 2,871 |
| Boston, Mass..... | 2,854 | 2,791 | 2,883 | 2,949 |
| New York..... | 3,043 | 2,973 | 3,065 | 3,131 |

The actual sailing distances used by steamship lines from all these ports vary at different seasons of the year, and the shortest possible route is seldom taken. Thus, from January to July ships from New York usually take a different route from that

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taken for the remainder of the year. During the early summer, ships from Montreal go via Cape Race, which increases the distance of the usual route via Belle Isle by 247 miles. The sailing route from St. John, N.B., to Liverpool varies, according to season, from 2,736 miles to 2,925 miles; but, as there are similar variations in routes from other ports, a comparison of the shortest routes gives a fairly correct idea of the advantage of the Canadian ports. It must also not be forgotten that geographic miles are also shorter in northern than in southern latitudes.

Halifax has the most commodious all-the-year harbour on the Atlantic coast of America; it is broad, long and very deep, and remarkably easy of access, and its already extensive shipping facilities are being constantly improved by the Dominion Government. The harbour is close to the open ocean; there are no dangerous channels, and ships going and coming can make full speed throughout the voyage.

The fact of railway transportation in Canada being greatly developed, and ocean routes being much shorter than those of the United States Atlantic ports, should favour the Canadian export trade to Europe considerably as soon as enough boats are built to take care of the trade and replace the ships lost by submarine warfare.

XVI.—CONSOLIDATED RAILWAY ACT.

As in previous sessions the Railway Act Consolidation Bill was the subject of controversy between the Senate and the House of Commons.

Some years ago the Toronto and Niagara Power Company secured a charter which, according to a decision handed down by the Judicial Committee of the Privy Council, enables them to erect poles, distribute wires, etc., in connection with their distribution system, in any municipality without first obtaining the consent of the municipality in question. The amendment adopted by the House of Commons during the session provided that the company must first secure the consent of a municipality before beginning such work. It was to this amendment contained in section 374 that the Senate objected.

A conference between managers appointed by the two Houses was held in the hope that a compromise might be effected. This, however, failed to produce the desired result. The Senate stood firm by its position and, in order that the main portions of the Bill might secure passage through the Senate, the power clause was removed therefrom, the Senate concurring in the passage of the Bill as amended. The sections referring to the power companies were incorporated in a separate Bill, as was that relating to telephone companies.

XVII.—AID FOR RAILWAY CROSSINGS.

An amendment to the Railway Act makes an appropriation of \$200,000 each for ten consecutive years to aid in actual construction work for the protection, safety and convenience of the public of highway crossings of railways at rail level in existence on the first of April, 1909. Under this head the sum of \$8,715.46 was spent during the fiscal year.

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XVIII.—AMENDMENTS TO THE RAILWAY ACT.

The following Acts, to amend the Department of Railways and Canals Act, assented to May 24, 1918, were passed:—

8-9 George V, Chapter 38, concerning the purchase of rolling stock and equipment.

8-9 George V, Chapter 39, concerning the purchase and distribution of railway stores, etc.

8-9 George V, Chapter 15, assented to May 24, 1918, is an Act to provide compensation where employees of His Majesty are killed or suffer injuries while performing their duties.

COMPENSATION TO RAILWAY EMPLOYEES.

An amendment to the Railway Act provides that no employee, on the Canadian Government Railways, who is an employee within the meaning of the Intercolonial and Prince Edward Island Railway Employees' Provident Fund Act, and becomes permanently disabled from following his usual occupation in the service as a result of injuries received while on duty, shall be entitled to receive compensation under the provisions of this Act, for such injuries unless he elects to accept prior or subsequent to the injuries such compensation in lieu of the allowance payable under the provisions of the Provident Fund Act and gives notice in writing of such election to the management of the railways and to the Provident Fund Board.

XIX.—CANADIAN NATIONAL RAILWAYS.

The acquisition by the Dominion of control of the Canadian Northern Railway System made it necessary to incorporate a company under which these enterprises might be consolidated, and, together with the Canadian Government railways, operated as a National Railway System. This is provided for by the Act to incorporate the Canadian National Railway Company and respecting the Canadian National Railways. It provides for the nomination by the Governor in Council of a board of directors, and defines their duties, etc. Provision is also made for regulating capital stock, the payment of directors, the holding of meetings and the location of the head office. The Governor in Council is also empowered to operate further railway properties or works which may become the property of the Government. All expenses incurred in the management of the Government railways are to be paid out of the rates and revenues of this enterprise, and in the event of a deficit occurring during a fiscal year, the amount of such deficit shall be payable out of the Consolidated Revenue Fund. All enterprises which are now, or may be comprised within the Canadian Northern Railway System, are declared to be for the general advantage of Canada. Power is given to direct and operate railway lines, and necessary provision is made for the financing of the company's operations.

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XX—SUNDRY WORKS.

The report of the Chief Engineer of the department, which will be found in Appendix III, gives comprehensive information as to the several works under his charge, the principal of which are the Hudson Bay railway, the Trent canal, the new Welland ship canal, and the terminals of the Intercolonial railway at or near Halifax.

A separate report, by the Chief Engineer of the department, entitled "St. Lawrence River Route and Canals," was published in 1918. Later information on this route and the canals is given in the present report.

APPENDIX I

STATEMENTS OF THE ACCOUNTANT

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SUMMARY.

GENERAL SUMMARY of the Expenditure and the Revenue for the Fiscal Year ending March 31, 1919, and previous years.

| I.—EXPENDITURE. | | \$ | cts. | \$ | cts. |
|--|--|-------------|------|------------------|------|
| | | | | 92,227,084 05 | |
| Total expenditure for the year as per statements following pages 4 to 26 .. | | | | | |
| This expenditure is divided as follows:— | | | | | |
| Total expenditure on Railways for the year including Quebec Bridge and Railway Subsidies, pages 7 and 8..... | | 85,390,725 | 60 | | |
| Total expenditure on Canals for the year, page 9..... | | 3,964,508 | 74 | | |
| General expenditure common to both Railways and Canals, for the year, page 9..... | | 2,871,849 | 71 | 92,227,084 05 | |
| The grand total of the expenditure to March 31, 1919 on Railways and Canals, as shown on page 22 of this report, amounts to..... | | | | 1,067,463,303 67 | |
| This expenditure is divided as follows:— | | | | | |
| Grand total expenditure on Railways, including Quebec Bridge and Railway Subsidies..... | | 890,503,207 | 64 | | |
| Grand total expenditure on Canals..... | | 171,432,799 | 73 | | |
| Grand total general expenditure, common to both Railways and Canals..... | | 5,527,296 | 30 | 1,067,463,303 67 | |
| II.—REVENUE RECEIVED | | | | | |
| The revenue from both Railways and Canals for the fiscal year amounts to..... | | | | 38,401,380 59 | |
| Revenue from Railways..... | | 38,013,725 | 69 | | |
| Revenue from the Canals..... | | 387,654 | 90 | 38,401,380 59 | |
| The grand total of the revenue to March 31, 1919, on Railways and Canals amounts to (see page 19)..... | | | | 331,117,775 47 | |
| Grand total of the revenue from the Railways..... | | 313,649,981 | 03 | | |
| Grand total of the revenue from the Canals amounts to... | | 17,467,794 | 44 | 331,117,775 47 | |

The sundry classifications of the expenditure and the revenue are shown on pages 4 to 10 for the fiscal year and page 22 for the expenditure previous to Confederation and since. Further details on the expenditure will be shown in the report of the management of the Canadian Government Railways, Appendix II. ,

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Principal Expenditures during the Fiscal year ending March 31, 1919.

| The principal expenditures during the fiscal year were as follows: — | | \$ | cts. | \$ | cts. |
|---|--|------------|------|------------|------|
| Working expenses, Canadian Government Railways. | | 43,889,626 | 07 | | |
| Rolling Stock, Canadian Government Railways. | | 14,133,362 | 48 | | |
| Construction and Betterments, Canadian Government Railways. . . | | 12,433,834 | 84 | | |
| Canadian Northern Railway, Purchase of Stock. | | 9,733,333 | 24 | | |
| Quebec and Saguenay Railway, Purchase price. | | 3,489,313 | 53 | | |
| “ “ Construction. | | 1,149,900 | 79 | | |
| “ “ Cap. 38, Statutes, 1918, Equipment. | | 207,092 | 20 | | |
| Quebec Bridge. | | 656,761 | 79 | | |
| Hudson Bay Railway. | | 562,557 | 80 | | |
| Right of Way Claims, National Transcontinental Railway. | | 485,178 | 86 | | |
| Arbitration and Awards. | | 108,005 | 04 | | |
| Railway Subsidies. | | 218,805 | 32 | | |
| Bringing Branch lines to Can. Govt. Rys. Standard. | | 169,161 | 44 | | |
| Dartmouth to Deans Ry. Branch. | | 16,015 | 19 | | |
| Car Ferry Terminals. | | 55,730 | 58 | | |
| Railway Grade Crossing Fund. | | 8,715 | 46 | | |
| War Appropriation including Halifax Restoration. | | 1,079,959 | 76 | | |
| Misc. Open Railway Equipment account, Cap. 38, 1918. | | 1,791,331 | 97 | | |
| Railway Commission, Maintenance, etc. | | 231,899 | 44 | | |
| Surveys and Inspection Railways. | | 48,291 | 22 | | |
| Canals, Expenditure on. | | 3,964,508 | 74 | | |
| General—Sundries less various credits. | | 6,462 | 02 | | |
| Total. | | | | 94,439,847 | 78 |
| Less sale of land to Imperial Oil Co., at Moncton. | | 37,982 | 57 | | |
| Less cheque drawn in favour of J. G. Hearn et al, in 1916-17, in payment of land at Quebec returned and deposited to credit of Receiver-General in 1918-19 (National Transcontinental Railway, Capital) . . . | | 149,799 | 91 | | |
| Proceeds from sale of Car Ferry “Leonard” | | 660,000 | 00 | | |
| Less Rolling Stock sold to the Canadian Northern Railway, Cap 38, Statutes, 1918 | | 1,364,981 | 25 | 2,212,763 | 73 |
| Net Expenditure. | | | | 92,227,084 | 05 |

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EXPENDITURE.

GENERAL STATEMENT of Expenditure during the Year ending March 31, 1919.

| | \$ | cts. | \$ | cts. |
|--|------------|------|------------|------|
| TOTAL EXPENDITURE—as per statements, pages 7, 8 and 9..... | | | 92,227,084 | 05 |
| Expenditure chargeable to Railways..... | 84,082,806 | 71 | | |
| " " Railways, General..... | 432,351 | 78 | | |
| " " Quebec Bridge..... | 656,761 | 79 | | |
| " " Railway Subsidies..... | 218,805 | 32 | | |
| Total expenditure, Railways..... | | | 85,390,725 | 60 |
| Expenditure chargeable to Canals..... | 3,781,508 | 70 | | |
| " " Canals, General..... | 183,000 | 04 | | |
| Total expenditure, Canals..... | | | 3,964,508 | 74 |
| General expenditure..... | | | 2,871,849 | 71 |
| Total Expenditure..... | | | 92,227,084 | 05 |
| CLASSIFICATION OF EXPENDITURE IN GENERAL— | | | | |
| Capital Account..... | 43,061,877 | 91 | | |
| Revenue Account..... | 45,495,153 | 15 | | |
| Income Account..... | 3,451,247 | 67 | | |
| Consolidated Fund (railway subsidies) Income..... | 218,805 | 32 | | |
| Total expenditure..... | | | 92,227,084 | 05 |
| CLASSIFICATION OF EXPENDITURE BY ACCOUNTS— | | | | |
| Railways— | | | | |
| Capital expenditure—Railways..... | 40,193,180 | 64 | 40,193,180 | 64 |
| " " General..... | | | | |
| Revenue expenditure—Railways..... | 43,889,626 | 07 | | |
| " " Railways, General..... | 17,000 | 00 | 43,906,626 | 07 |
| Income expenditure—Railways, General..... | 415,351 | 78 | 415,351 | 78 |
| Quebec Bridge— | | | | |
| Capital expenditure—Quebec Bridge..... | 656,761 | 79 | 656,761 | 79 |
| Railways Subsidies— | | | | |
| Consolidated Fund—Railway Subsidies.. | 218,805 | 32 | 218,805 | 32 |
| Total expenditure, Railways, \$85,390,725 60 | | | | |
| Canals— | | | | |
| Capital expenditure—Canals..... | 2,211,935 | 48 | 2,211,935 | 48 |
| Income " Canals..... | 137,604 | 37 | | |
| " " Canals, General..... | 26,441 | 81 | 164,046 | 18 |
| Revenue " Canals Staff..... | 733,090 | 71 | | |
| " " Canals Staff, General... | 113,498 | 27 | 846,588 | 98 |
| " " Canals Repairs..... | 698,878 | 14 | | |
| " " Canals Repairs, General | 43,059 | 96 | 741,938 | 10 |
| Total expenditure on Canals, \$3,964,508 74 | | | | |
| General Expenditure—Income account... | 2,871,849 | 71 | 2,871,849 | 71 |
| Total expenditure... | | | 92,227,084 | 05 |

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REVENUE.

GENERAL STATEMENT of the Revenue received during the Year ending March 31, 1919.

| | \$ | cts. | \$ | cts. |
|--|------------|------|------------|--------|
| TOTAL REVENUE RECEIVED DURING FISCAL YEAR..... | | | 38,401,380 | 59 |
| Revenue from Railways..... | 38,013,725 | 69 | | |
| “ “ Canals..... | 387,654 | 90 | | |
| Total revenue as above..... | | | 38,401 | 380 59 |
| STATEMENT OF REVENUE RECEIVED, IN DETAIL— | | | | |
| Railways— | | | | |
| Intercolonial Railway, including New Brunswick and Prince Edward Island Railway..... | 26,435,343 | 78 | | |
| International Railway of New Brunswick..... | 202,354 | 27 | | |
| National Transcontinental Railway..... | 10,412,407 | 56 | | |
| Prince Edward Island Railway..... | 741,514 | 58 | | |
| Moncton and Buctouche Ry..... | 32,610 | 20 | | |
| Elgin and Havelock Ry..... | 13,447 | 08 | | |
| St. Martin's Ry..... | 16,694 | 06 | | |
| York and Carleton Ry..... | 6,954 | 35 | | |
| Salisbury and Albert Ry..... | 44,472 | 00 | | |
| Total..... | | | 37,905,797 | 88 |
| St. John & Quebec Ry..... | | | 107,927 | 81 |
| Total revenue from Railways..... | | | 38,013,725 | 69 |
| Canals— | | | | |
| Welland Canal..... | 64,058 | 21 | | |
| Welland Canal Elevator, Port Colborne..... | 129,676 | 68 | | |
| Welland Ship Canal..... | 4,137 | 50 | | |
| Lachine Canal..... | 141,641 | 73 | | |
| Beauharnois Canal..... | 14,816 | 15 | | |
| Cornwall Canal..... | 15,545 | 62 | | |
| Williamsburg Canal..... | 1,661 | 10 | | |
| Soulanges Canal..... | 3,505 | 60 | | |
| Chambly Canal..... | 785 | 00 | | |
| Carillon and Grenville Canal..... | 1,159 | 00 | | |
| Rideau..... | 6,102 | 36 | | |
| Trent Canal..... | 3,866 | 80 | | |
| St. Peters Canal..... | 7 | 00 | | |
| Sault Ste. Marie Canal..... | 60 | 00 | | |
| Murray Canal..... | 253 | 00 | | |
| Ste. Anne's Lock and Canal..... | 377 | 15 | | |
| Chats Falls Canal..... | 2 | 00 | 387,654 | 90 |
| Total revenue received during fiscal year..... | | | 38,401,380 | 59 |

10 GEORGE V, A. 1920

EXPENDITURE on Railways for Year ended March 31, 1919.

| Name of Railways. | Capital. | Income. | Revenue Working Expenses. | Total. |
|--|---------------|------------|---------------------------------|---------------|
| | \$ cts | \$ cts | \$ cts. | \$ cts. |
| Intercolonial Railway.....\$10,575,013.81 | | | | |
| LESS—proceeds from sale of land to Imperial Oil Com- pany..... 37,982.57 | | | | |
| | 10,537,031 24 | | 28,242,111 11 | 38,779,142 35 |
| New Brunswick & Prince Edward Island Rail- way..... | 126,201 30 | | * | 126,201 30 |
| Prince Edward Island Railway..... | 732,752 53 | | 1,596,049 91 | 2,328,802 44 |
| International Railway of New Brunswick.... | 77,849 84 | | 549,310 26 | 627,160 10 |
| Moncton & Buctouche Railway..... | 37,829 81 | | 68,432 48 | 106,262 29 |
| Salisbury & Albert Railway..... | 42,304 58 | | 95,967 51 | 138,272 09 |
| St. Martins Railway..... | 34,566 47 | | 45,930 81 | 80,497 28 |
| York & Carleton Railway..... | 7,250 60 | | 22,409 05 | 29,659 65 |
| Elgin & Havelock Railway..... | 47,209 98 | | 48,343 40 | 95,553 38 |
| St. John & Quebec Railway..... | | | 192,690 05 | 192,690 05 |
| National Transcontinental Rail- way:.....\$ 1,450,304 81 | | | | |
| LESS—cheque drawn in fav- our of J. G. Hearn et al, in 1916-17, returned and deposited to Credit of Receiver General..... 149,799 91 | | | | |
| Proceeds from sale of Car Ferry "LEONARD".. 660,000 00 | | | | |
| | 640,504 90 | | 13,028,381 49 | 13,668,886 39 |
| Hudson Bay Railway..... | 562,557 80 | | | 562,557 80 |
| Quebec & Saguenay Railway—Purchase..... | 3,489,313 53 | | | 3,489,313 53 |
| “ “ —Construction | 1,149,900 79 | | | 1,149,900 79 |
| “ “ —Cap. 38, | | | | |
| Statutes 1918 Equipment..... | 207,092 20 | | | 207,092 20 |
| Canadian Northern Ry. Stock-Statutory.... | 9,733,333 24 | | | 9,733,333 24 |
| Canadian Govt. Rys. Rolling Stock, Cap. 38, Statutes 1918.....\$14,133,362 48 | | | | |
| LESS—Rolling Stock sold to Canadian Northern Ry. etc 1,365,880 65 | | | | |
| | 12,767,481 83 | | | 12,767,481 83 |
| Total..... | 40,193,180 64 | | 43,889,626 07 | 84,082 806 71 |
| Quebec Bridge..... | 656,761 79 | | | 656,761 79 |
| Railway Subsidies..... | | 218,805 32 | | 218,805 32 |
| Total..... | 40,849,942 43 | 218,805 32 | 43,889,626 07 | 84,958,373 82 |

10 GEORGE V, A. 1920

EXPENDITURE on Railways for Year ended March 31, 1919.—*Continued.*

| Name of Railway. | Capital. | Income. | Working Expenses. | Total. |
|---|---------------|--------------|-------------------|---------------|
| <i>General on Railways.</i> | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Railway Commission, Maintenance..... | | 177,405 10 | | 177,405 10 |
| Railway Commission, Statutory..... | | 54,494 34 | | 54,494 34 |
| Surveys & Inspections..... | | 48,291 22 | | 48,291 22 |
| Railway Grade Crossing Fund..... | | 8,715 46 | | 8,715 46 |
| Arbitration & Awards..... | | 108,005 04 | | 108,005 04 |
| Governor General's Cars, Attendance etc..... | | 5,000 00 | | 5,000 00 |
| Contribution to the International Association of Railways Congress..... | | 97 33 | | 97 33 |
| Contribution to the Faculty of McGill University..... | | 2,500 00 | | 2,500 00 |
| Contribution to the Faculty of the Polytechnic School, Montreal..... | | 2,500 00 | | 2,500 00 |
| Expenses, Consolidation of Railway Act..... | | 10 00 | | 10 00 |
| Compassionate Allowances to families of deceased employees..... | | | 17,000 00 | 17,000 00 |
| Continuous Audit on behalf of the Government of Canada..... | | 8,333 29 | | 8,333 29 |
| Total..... | | 415,351 78 | 17,000 00 | 432,351 78 |
| Grand Total Railways..... | 40,849,942 43 | 634,157 10 | 43,906,626 07 | 85,390,725 60 |
| <i>Miscellaneous.</i> | | | | |
| War Appropriation including Halifax Restoration..... | | 1,079,959 76 | | 1,079,959 76 |
| Miscellaneous Open Railway Equipment Account, Cap. 38, Statutes of Canada 1918..... | | 1,791,331 97 | | 1,791,331 97 |
| Cost of Litigation..... | | 557 98 | | 557 98 |
| Total..... | | 2,871,849 71 | | 2,871,849 71 |

*Included with the Intercolonial Ry. Working Expenses—

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EXPENDITURE on Canals for Year ended March 31, 1919.

| Name of Canal. | Chargeable to Capital. | Chargeable to Income. | Chargeable to Revenue. | | Total. |
|--|------------------------------|-----------------------------|------------------------|------------|--------------|
| | | | Staff. | Repairs. | |
| Carillon and Grenville..... | | 2,969 64 | 25,538 75 | 15,368 66 | 43,877 05 |
| Chambly..... | | 892 40 | 37,562 91 | 40,899 78 | 79,355 09 |
| Cornwall..... | | | 87,391 13 | 47,061 81 | 134,452 94 |
| Lachine..... | | 14,986 38 | 95,864 18 | 165,564 08 | 276,414 64 |
| Murray..... | | | 7,142 96 | 3,325 56 | 10,468 52 |
| Rideau..... | 8,000 00 | | 65,770 46 | 81,349 25 | 155,119 71 |
| Sault Ste. Marie..... | | | 25,837 67 | 24,630 82 | 50,468 49 |
| Soulanges..... | | | 38,336 25 | 107,174 60 | 145,510 85 |
| Ste. Anne Lock..... | | | 4,358 70 | 3,339 29 | 7,697 99 |
| St. Ours Lock..... | | | 4,539 69 | 3,681 41 | 8,221 10 |
| St. Peters..... | | 20,903 50 | 5,424 43 | 55 83 | 26,383 76 |
| Trent..... | 380,059 52 | 32,447 73 | 82,038 67 | 68,906 33 | 563,452 25 |
| Welland..... | | 44,334 45 | 215,389 46 | 116,818 99 | 376,542 90 |
| Welland Ship | 1,823,875 96 | | | | 1,823,875 96 |
| Williamsburg..... | | | 37,895 45 | 20,701 73 | 58,597 18 |
| " (Rapide Plat)..... | | 21,070 27 | | | 21,070 27 |
| Total..... | \$2,211,935 48 | 137,604 37 | 733,090 71 | 698,878 14 | 3,781,508 70 |
| <i>General on Canals</i> | | | | | |
| Dredge Vessels, Quebec Canals..... | | | | 16,336 78 | 16,336 78 |
| Dredge Vessels, Rideau Canal..... | | | | 22,462 14 | 22,462 14 |
| Miscellaneous..... | | | 2,700 00 | | 2,700 00 |
| Statistical Officers..... | | | 36,771 28 | | 36,771 28 |
| Sunday Labour..... | | | 53,335 60 | | 53,335 60 |
| Surveys and Inspections..... | | 17,510 72 | | | 17,510 72 |
| Workmen's Compensation Act, Chap- ter 15, Statutes of Canada, 1918... | | | 569 21 | | 569 21 |
| <i>Quebec Canals.</i> | | | | | |
| Maintenance..... | | | 17,622 18 | | 17,622 18 |
| Hungry Bay Dyke..... | | | | 4,261 04 | 4,261 04 |
| <i>Miscellaneous.</i> | | | | | |
| Miscellaneous Works not provided for Civil Service Amendment Act; gra- tuities to dependents of deceased employees..... | | 330 55 | | | 330 55 |
| Compassionate Allowance to R. A. Grant..... | | 8,600 54 | | | 8,600 54 |
| Compassionate Allowance to widow of Robert Wiggins..... | | | 500 00 | | 500 00 |
| | | | 2,000 00 | | 2,000 00 |
| Total..... | | 26,441 81 | 113,498 27 | 43,059 96 | 183,000 04 |
| Grand total..... | \$2,211,935 48 | 164,046 18 | 846,588 98 | 741,938 10 | 3,964,508 74 |

RECAPITULATION OF EXPENDITURE.

| | Capital. | Income. | Revenue. | Total |
|---|-----------------|--------------|---------------|---------------|
| Expenditure on Railways including Quebec Bridge and Railway Subsidies..... | 40,849,942 43 | 634,157 10 | 43,906,626 07 | 85,390,725 60 |
| Expenditure on Canals..... | 2,211,935 48 | 164,046 18 | 1,588,527 08 | 3,964,508 74 |
| Miscellaneous Expenditure, General..... | | 2,871,849 71 | | 2,871,849 71 |
| Grand total..... | \$43,061,877 91 | 3,670,052 99 | 45,495,153 15 | 92,227,084 05 |

IMPERIAL GOVERNMENT ACCOUNT.

STATEMENT of Expenditure to March 31, 1919 in connection with the lifting of rails for the use of the Imperial Government; all costs, damages and expenses to be borne by His Majesty's Government in England as per Order in Council, Ottawa, Dec. 19th, 1916.

| | \$ | cts- |
|---------------------------------------|-------------|------|
| Expenditure Fiscal year 1916-17 | 393,053 | 86 |
| “ “ “ 1917-18 | 3,603,279 | 05 |
| “ “ “ 1918-19 | 178,680 | 85 |
| Total.. | \$4,175,013 | 76 |

MISCELLANEOUS OPEN RAILWAY EQUIPMENT ACCOUNT, CHAPTER 38, STATUTES OF CANADA, 1918.

STATEMENT of Expenditure, Refunds and Outstanding Balances at close of the Fiscal Year ending March 31, 1919.

| | Debits. | Credits. | Balance outstanding. |
|--|-----------------|---------------|----------------------|
| Canadian Pacific Ry. Co..... | 2,632,787 31 | 2,253,255 55 | 379,531 76 |
| Canadian Northern Ry..... | 26,833,565 86 | | |
| “ Credits.—Cash.....\$10,627,342 41 | | | |
| “ “ —Notes.....16,206,223 45 | | 26,833,565 86 | |
| Canadian Copper Co | 2,201 84 | 2,201 84 | |
| Grand Trunk Railway | 1,977,463 27 | 600,000 00 | 1,377,463 27 |
| Toronto, Hamilton and Buffalo Ry..... | 38,420 63 | 38,420 63 | |
| Suspense Account:— | | | |
| (Un-allocated Charges).....\$ 34,611 94 | | | |
| Less refund from Canadian Government Railways of amount deducted from Canada Car and Foundry Co.,.....275 00 | 34,336 94 | | 34,336 94 |
| Total..... | \$31,518,775 85 | 29,727,443 88 | 1,791,331 97 |
| Canadian Government Railways..... | 14,133,362 48 | 14,133,362 48 | |
| Quebec and Saguenay Railway..... | 207,092 20 | | 207,092 20 |
| Grand total..... | \$45,859,230 53 | 43,860,806 36 | 1,998,424 17 |

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EXPENDITURE on Canals to March 31, 1919.

CAPITAL ACCOUNT.

| Canals. | Previous Years. | 1918-19. | Total. |
|--------------------------------|--------------------|--------------|----------------|
| | \$ cts. | \$ cts. | \$ cts. |
| Baie Verte..... | | | |
| Beauharnois..... | 1,636,690 26 | | 1,636,690 26 |
| Carillon and Grenville..... | 4,182,092 96 | | 4,182,092 96 |
| Chambly..... | 780,996 52 | | 780,996 52 |
| Cornwall..... | 7,246,304 21 | | 7,246,304 21 |
| Culbute Lock and Dam..... | 382,391 46 | | 382,391 46 |
| Lachine..... | 14,132,684 80 | | 14,132,684 80 |
| Lake St. Francis..... | 75,906 71 | | 75,906 71 |
| Lake St. Louis..... | 298,176 11 | | 298,176 11 |
| Murray..... | 1,248,946 71 | | 1,248,946 71 |
| Rideau..... | 4,202,274 31 | 8,000 00 | 4,210,274 31 |
| Sault Ste. Marie..... | 4,935,809 42 | | 4,935,809 42 |
| Soulanges..... | 7,904,044 53 | | 7,904,044 53 |
| Ste. Anne Lock..... | 1,170,215 63 | | 1,170,215 63 |
| St. Lawrence River and Canals— | | | |
| North Channel..... | 1,995,142 87 | | 1,995,142 87 |
| River Reaches..... | 483,830 20 | | 483,830 20 |
| Galops Channel..... | 1,039,895 65 | | 1,039,895 65 |
| St. Ours Lock..... | 127,228 56 | | 127,228 56 |
| St. Peter's...— | 648,547 14 | | 648,547 14 |
| Tay..... | 489,599 23 | | 489,599 23 |
| Trent..... | 16,842,161 15 | 380,059 52 | 17,222,220 67 |
| Welland..... | 29,399,405 93 | | 29,399,405 93 |
| Welland Ship..... | 14,928,969 58 | 1,823,875 96 | 16,752,845 54 |
| Williamsburg..... | 1,334,551 80 | | 1,334,551 80 |
| Farran's Point..... | 877,090 57 | | 877,090 57 |
| Galops..... | 6,143,468 11 | | 6,143,468 11 |
| Rapide Plat..... | 2,159,880 80 | | 2,159,880 80 |
| Total..... | 124,666,305 22 | 2,211,935 48 | 126,878,240 70 |
| Canals General..... | 34,966 69 | | 34,966 69 |
| Grand total..... | 124,701,271 91 | 2,211,935 48 | 126,913,207 39 |

INCOME ACCOUNT.

| | | | |
|------------------------------------|--------------|------------|--------------|
| Baie Verte..... | 44,387 53 | | 44,387 53 |
| Beauharnois..... | 265,810 84 | | 265,810 84 |
| Carillon and Grenville..... | 351,431 74 | 2,969 64 | 354,401 38 |
| Chambly..... | 761,273 54 | 892 40 | 762 165 94 |
| Cornwall..... | 593,652 62 | | 593,652 62 |
| Culbute Lock and Dam..... | 60,923 37 | | 60,923 37 |
| Lachine..... | 1,595,902 70 | 14,986 38 | 1,610,889 08 |
| Lake St. Francis..... | 25,043 68 | | 25,043 68 |
| Lake St. Louis..... | | | |
| Murray..... | 101,423 11 | | 101,423 11 |
| Rideau..... | 676,832 22 | | 676 832 22 |
| Sault Ste. Marie..... | 280,098 04 | | 280,098 04 |
| Soulanges..... | 160,065 88 | | 160,065 88 |
| St. Anne Lock..... | 85,429 18 | | 85,429 18 |
| St. Lawrence River and Canals..... | 128,298 11 | | 128,298 11 |
| St. Ours Lock..... | 174,028 88 | | 174,028 88 |
| St. Peters..... | 706,553 13 | 20,903 50 | 727,456 63 |
| Tay..... | 748 65 | | 748 65 |
| Trent..... | 954,869 80 | 32,447 73 | 987,317 53 |
| Welland..... | 1,587,486 81 | 44,334 45 | 1,631,821 26 |
| Welland Ship..... | | | |
| Williamsburg..... | 299,600 15 | 21,070 27 | 320,670 42 |
| Total..... | 8,853,859 98 | 137,604 37 | 8,991,464 35 |
| Canals, General..... | 666,681 72 | 26,441 81 | 693,123 53 |
| Grand Total..... | 9,520,541 70 | 164,046 18 | 9,684,587 88 |

10 GEORGE V, A. 1920

EXPENDITURE on Canals to March 31, 1919.

REVENUE ACCOUNT—REPAIRS.

| Canals. | Previous Years. | 1918-19. | Total. |
|------------------------------------|--------------------|------------|---------------|
| | \$ cts. | \$ cts. | \$ cts. |
| Baie Verte..... | | | |
| Beauharnois..... | 525,691 23 | | 525,691 23 |
| Carillon and Grenville..... | 593,101 76 | 15,368 66 | 608,470 42 |
| Chambly..... | 978,725 67 | 40,899 78 | 1,019,625 45 |
| Cornwall..... | 1,035,163 43 | 47,061 81 | 1,082,225 24 |
| Culbute Lock and Dam..... | 7,036 15 | | 7,036 15 |
| Lachine..... | 2,237,089 13 | 165,564 08 | 2,402,653 21 |
| Murray..... | 104,261 24 | 3,325 56 | 107,586 80 |
| Rideau..... | 1,835,469 15 | 81,349 25 | 1,916,818 40 |
| Sault Ste. Marie..... | 397,144 72 | 24,630 82 | 421,775 54 |
| Soulanges..... | 501,265 86 | 107,174 60 | 608,440 46 |
| Ste Anne Lock..... | 146,749 49 | 3,339 29 | 150,088 78 |
| St. Lawrence River and Canals..... | | | |
| St. Ours Lock..... | 104,379 80 | 3,681 41 | 108,061 21 |
| St. Peter's..... | 36,423 55 | 55 83 | 36,479 38 |
| Trent..... | 766,287 43 | 68,906 33 | 835,193 76 |
| Welland..... | 3,834,336 56 | 116,818 99 | 3,951,155 55 |
| Welland Ship..... | | | |
| Williamsburg..... | 640,856 04 | 20,701 73 | 661,557 77 |
| Total..... | 13,743,981 21 | 698,878 14 | 14,442,859 35 |
| Canals, General..... | 548,854 07 | 43,059 96 | 591,914 03 |
| Grand total..... | 14,292,835 28 | 741,938 10 | 15,034,773 38 |

REVENUE ACCOUNT—STAFF.

| | | | |
|-----------------------------|---------------|------------|---------------|
| Beauharnois..... | 649,574 89 | | 649,574 89 |
| Carillon and Grenville..... | 842,598 12 | 25,538 75 | 868,136 87 |
| Chambly..... | 1,022,416 76 | 37,562 91 | 1,059,979 67 |
| Cornwall..... | 1,729,835 40 | 87,391 13 | 1,817,226 53 |
| Culbute Lock and Dam..... | 11,507 48 | | 11,507 48 |
| Lachine..... | 2,865,991 34 | 95,864 18 | 2,961,855 52 |
| Murray..... | 146,804 73 | 7,142 96 | 153,947 69 |
| Rideau..... | 1,791,665 08 | 65,770 46 | 1,857,435 54 |
| Sault Ste. Marie..... | 454,511 59 | 25,837 67 | 480,349 26 |
| Soulanges..... | 579,404 69 | 38,336 25 | 617,740 94 |
| Ste. Anne Lock..... | 120,246 41 | 4,358 70 | 124,605 11 |
| St. Ours Lock..... | 123,008 95 | 4,539 69 | 127,548 64 |
| St. Peter's..... | 122,300 92 | 5,424 43 | 127,725 35 |
| Trent..... | 633,450 05 | 82,038 67 | 715,488 72 |
| Welland..... | 5,071,414 90 | 215,389 46 | 5,286,804 36 |
| Williamsburg..... | 693,059 88 | 37,895 45 | 730,955 33 |
| Total..... | 16,857,791 19 | 733,090 71 | 17,590,881 90 |
| Canals, General..... | 2,095,850 91 | 113,498 27 | 2,209,349 18 |
| Grand total..... | 18,953,642 10 | 846,588 98 | 19,800,231 08 |

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TOTAL EXPENDITURE by Canal to March 31, 1919.

| Canals. | Capital. | Income. | Revenue. | | Totals. |
|-----------------------------|----------------|--------------|---------------|---------------|----------------|
| | | | Staff. | Repairs. | |
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Baie Verte..... | | 44,387 53 | | | 44,387 53 |
| Beauharnois..... | 1,636,690 26 | 265,810 84 | 649,574 89 | 525,691 23 | 3,077,767 22 |
| Carillon & Grenville..... | 4,182,092 96 | 354,401 38 | 868,136 87 | 608,470 42 | 6,013,101 63 |
| Chambly..... | 780,996 52 | 762,165 94 | 1,059,979 67 | 1,019,625 45 | 3,622,767 58 |
| Cornwall..... | 7,246,304 21 | 593,652 62 | 1,817,226 53 | 1,082,225 24 | 10,739,408 60 |
| Culbute Lock and Dam..... | 382,391 46 | 60,923 37 | 11,507 48 | 7,036 15 | 461,858 46 |
| Lachine..... | 14,132,684 80 | 1,610,889 08 | 2,961,855 52 | 2,402,653 21 | 21,108,082 61 |
| Lake St. Francis..... | 75,906 71 | 25,043 68 | | | 100,950 39 |
| Lake St. Louis..... | 298,176 11 | | | | 298,176 11 |
| Murray..... | 1,248,946 71 | 101,423 11 | 153,947 69 | 107,586 80 | 1,611,904 31 |
| Rideau..... | 4,210,274 31 | 676,832 22 | 1,857,435 54 | 1,916,818 40 | 8,661,360 47 |
| Sault Ste Marie..... | 4,935,809 42 | 280,098 04 | 480,349 26 | 421,775 54 | 6,118,032 26 |
| Soulanges..... | 7,904,044 53 | 160,065 88 | 617,740 94 | 608,440 46 | 9,290,291 81 |
| Ste Anne Lock..... | 1,170,215 63 | 85,429 18 | 124,605 11 | 150,088 78 | 1,530,338 70 |
| St. Lawrence River & Canals | | | | | |
| North Channel..... | 1,995,142 87 | 128,298 11 | | | 3,647,166 83 |
| River Reaches..... | 483,830 20 | | | | |
| Galops Channel..... | 1,039,895 65 | | | | |
| St. Ours Lock..... | 127,228 56 | 174,028 88 | 127,548 64 | 108,061 21 | 536,867 29 |
| St. Peters..... | 648,547 14 | 727,456 63 | 127,725 35 | 36,479 38 | 1,540,208 50 |
| Tay..... | 489,599 23 | 748 65 | | | 490,347 88 |
| Trent..... | 17,222,220 67 | 987,317 53 | 715,488 72 | 835,193 76 | 19,760,220 68 |
| Welland..... | 29,399,405 93 | 1,631,821 26 | 5,286,804 36 | 3,951,155 55 | 40,269,187 10 |
| Welland Ship | 16,752,845 54 | | | | 16,752,845 54 |
| Williamsburg | 1,334,551 80 | 320,670 42 | 730,955 33 | 661,557 77 | 12,228,174 80 |
| Farran's Point..... | 877,090 57 | | | | |
| Galops..... | 6,143,468 11 | | | | |
| Rapide Plat..... | 2,159,880 80 | | | | |
| Total..... | 126,878,240 70 | 8,991,464 35 | 17,590,881 90 | 14,442,859 35 | 167,903,446 30 |
| Canals General..... | 34,966 69 | 693,123 53 | 2,209,349 18 | 591,914 03 | 3,529,353 43 |
| Grand total..... | 126,913,207,39 | 9,684,587 88 | 19,800,231 08 | 15,034,773 38 | 171,432,799 73 |

10 GEORGE V, A. 1920

YEARLY EXPENDITURE on Canals and Revenue received to March 31, 1919.

| — | Year end- ing. | Capital | Income. | Revenue. | | Revenue received. |
|---|----------------------|----------------|--------------|---------------|--------------|----------------------|
| | | | | Staff. | Repairs. | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts |
| Government expenditure prior to Confederation, including Imperial Government expenditure..... | | 20,593,866 13 | 98,378 46 | | | |
| Government expenditure 1868 to 1879 included..... | | 17,004,842 55 | 515,196 21 | 1,830,398 92 | 1,832,998 61 | 5,079,068 36 |
| Govt. expenditure since..... | 1880 | 2,123,366 34 | | 195,039 33 | 147,167 52 | 341,598 14 |
| “ “ | 1881 | 2,075,891 65 | 7,246 69 | 197,573 62 | 154,653 63 | 361,558 17 |
| “ “ | 1882 | 1,593,174 09 | 55,025 03 | 224,572 61 | 187,399 02 | 325,231 54 |
| “ “ | 1883 | 1,763,001 97 | 62,503 14 | 269,415 01 | 178,617 86 | 361,604 01 |
| “ “ | 1884 | 1,577,295 42 | 60,993 99 | 280,657 29 | 192,219 38 | 372,561 69 |
| “ “ | 1885 | 1,504,621 47 | 58,298 29 | 280,226 20 | 201,708 47 | 321,289 47 |
| “ “ | 1886 | 1,333,324 80 | 31,984 02 | 282,323 63 | 198,251 97 | 328,977 43 |
| “ “ | 1887 | 1,783,698 16 | 65,983 06 | 285,172 62 | 198,888 84 | 321,784 88 |
| “ “ | 1888 | 1,033,118 34 | 120,561 59 | 292,458 76 | 201,928 93 | 317,902 04 |
| “ “ | 1889 | 972,918 43 | 162,015 49 | 301,040 23 | 240,261 36 | 333,188 90 |
| “ “ | 1890 | 1,026,364 24 | 146,853 54 | 290,516 63 | 176,089 00 | 354,816 92 |
| “ “ | 1891 | 1,318,092 15 | 165,843 87 | 294,562 12 | 204,768 45 | 349,431 90 |
| “ “ | 1892 | 1,437,149 30 | 194,129 61 | 293,115 58 | 231,089 54 | 324,475 24 |
| “ “ | 1893 | 2,069,573 30 | 196,185 84 | 291,048 97 | 204,759 39 | 357,089 87 |
| “ “ | 1894 | 3,027,164 19 | 110,512 07 | 294,446 34 | 179,630 13 | 387,788 97 |
| “ “ | 1895 | 2,452,273 65 | 216,057 58 | 281,477 04 | 164,033 71 | 339,890 49 |
| “ “ | 1896 | 2,258,778 97 | 85,820 49 | 292,121 05 | 209,321 60 | 339,538 72 |
| “ “ | 1897 | 2,348,636 91 | 101,205 74 | 287,970 36 | 178,385 47 | 384,780 54 |
| “ “ | 1898 | 3,207,249 79 | 82,400 55 | 280,872 44 | 203,478 86 | 407,652 82 |
| “ “ | 1899 | 3,899,877 31 | 82,205 60 | 280,628 57 | 202,312 36 | 369,044 33 |
| “ “ | 1900 | 2,639,564 93 | 120,653 93 | 292,609 24 | 227,626 97 | 322,642 81 |
| “ “ | 1901 | 2,360,569 89 | 135,500 57 | 314,095 04 | 262,876 07 | 315,425 68 |
| “ “ | 1902 | 2,114,689 88 | 213,044 91 | 317,838 61 | 263,768 27 | 300,413 66 |
| “ “ | 1903 | 1,823,273 61 | 275,103 58 | 390,281 82 | 294,113 92 | 230,213 19 |
| “ “ | 1904 | 1,880,787 20 | 298,678 23 | 381,016 82 | 350,278 54 | † 79,536 58 |
| “ “ | 1905 | 2,071,593 72 | 352,855 43 | 431,499 60 | 401,742 79 | 78,009 25 |
| “ “ | 1906 | 1,552,121 21 | 310,716 70 | 447,962 92 | 375,889 60 | 108,067 71 |
| “ “ | 1907 | 887,838 61 | 254,423 18 | 329,629 63 | 287,231 03 | 105,003 11 |
| “ “ | 1908 | 1,708,156 37 | 483,250 11 | 473,638 95 | 411,660 53 | 144,882 16 |
| “ “ | 1909 | 1,868,834 45 | 699,304 73 | 475,515 04 | 433,958 10 | 199,501 25 |
| “ “ | 1910 | 1,650,706 64 | 459,835 62 | 515,585 16 | 491,793 02 | 193,384 23 |
| “ “ | 1911 | 2,349,474 49 | 385,534 55 | 511,305 94 | 471,530 32 | 221,138 46 |
| “ “ | 1912 | 2,554,938 91 | 384,860 73 | 585,899 54 | 555,709 95 | 264,114 48 |
| “ “ | 1913 | 2,255,448 21 | 292,960 26 | 605,248 57 | 535,135 66 | 307,567 69 |
| “ “ | 1914 | 2,824,536 79 | 351,397 24 | 642,844 68 | 574,038 68 | 380,188 08 |
| “ “ | 1915 | 5,490,796 03 | 405,806 32 | 675,170 67 | 562,599 27 | 427,763 16 |
| “ “ | 1916 | 6,142,148 96 | 348,174 41 | 697,532 44 | 529,565 23 | 446,722 26 |
| “ “ | 1917 | 4,304,589 09 | 372,102 96 | 700,022 11 | 486,167 67 | 461,423 14 |
| “ “ | 1918 | 1,781,957 07 | 90,255 66 | 743,857 09 | 540,331 49 | 414,868 21 |
| “ “ | 1919 | 2,211,935 48 | 137,604 37 | 733,090 71 | 698,878 14 | 387,654 90 |
| *Total..... | ..... | 126,878,240 70 | 8,991,464 35 | 17,590,881 90 | 4,442,859 35 | 17,467,794 44 |

*This does not include expenditure which has been charged to Miscellaneous Canals Expenditure but only the amount expended on specific canals.
†Canal tolls abolished this year.

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CANALS REVENUE received during Year ending March 31, 1919.

| Collection Division. | Dues. | Rents. | Total. |
|---|------------|------------|------------|
| <i>Welland Canal</i> | | 792.00 | 792.00 |
| Port Colborne..... | 75.60 | 10,401.51 | 10,477.11 |
| Port Colborne Elevator..... | 129,676.68 | | 129,676.68 |
| Port Dalhousie..... | 532.81 | 52,256.29 | 52,789.10 |
| Totals..... | 130,285.09 | 63,449.80 | 193,734.89 |
| <i>Welland Ship Canal</i> | | 4,137.50 | 4,137.50 |
| <i>St. Lawrence Canals—</i> | | | |
| Coteau Landing (Beauharnois Canal)..... | | 14,816.15 | 14,816.15 |
| “ “ (Soulanges Canal)..... | 12.00 | 3,493.60 | 3,505.60 |
| Cornwall..... | 1,093.12 | 14,452.50 | 15,545.62 |
| Cardinal—Williamsburg Canal..... | 10.00 | 1,651.10 | 1,661.10 |
| Lachine Canal (Montreal)..... | 9,471.28 | 131,312.12 | 140,783.40 |
| “ “ (Lachine)..... | 858.33 | | 858.33 |
| Totals..... | 11,444.73 | 165,725.47 | 177,170.20 |
| <i>Chambly Canal</i> | | 603.00 | 603.00 |
| Chambly..... | | 56.00 | 56.00 |
| St. Johns..... | | 66.00 | 66.00 |
| St. Ours Lock..... | | 60.00 | 60.00 |
| Totals..... | | 785.00 | 785.00 |
| <i>Ottawa River Canals—</i> | | | |
| Carillon and Grenville Canal..... | | | |
| “ “ Grenville..... | | 139.00 | 139.00 |
| “ “ Carillon..... | | 1,020.00 | 1,020.00 |
| Ste. Anne Lock..... | 224.15 | 153.00 | 377.15 |
| Chats Falls Canal..... | | 2.00 | 2.00 |
| Totals..... | 224.15 | 1,314.00 | 1,538.15 |
| <i>Rideau Canal</i> | | 1,897.00 | 1,897.00 |
| Ottawa..... | 260.00 | 3,363.41 | 3,623.41 |
| Kingston Mills..... | | 402.00 | 402.00 |
| Smiths Falls..... | 55.00 | 124.95 | 179.95 |
| Totals..... | 315.00 | 5,787.36 | 6,102.36 |
| <i>St. Peter's Canal</i> | | 7.00 | 7.00 |
| <i>Murray Canal</i> | | 253.00 | 253.00 |
| <i>Trent Canal</i> | 70.00 | 3,796.80 | 3,866.80 |
| <i>Sault Ste. Marie Canal</i> | | 60.00 | 60.00 |
| Grand totals..... | 142,338.97 | 245,315.93 | 387,654.90 |
| Net amount deposited to the credit of the Receiver General..... | | | 387,654.90 |

STATEMENT OF HYDRAULIC AND OTHER RENTS, showing Rent accrued, paid, and balances due March 31, 1919.

| Balance due April 1, 1918. | Hydraulic and other rents accrued | Lock House Rents. | Totals. | Canals. | Abatement for overcharges. | Deposited to the credit of the Receiver General. | | Balance due March 31, 1919 | Totals. |
|----------------------------|-----------------------------------|-------------------|------------|-----------------------------|----------------------------|--|-----------------------|----------------------------|------------|
| | | | | | | Lock House Rents. | Hydraulic Rents, etc. | | |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 63,317 12 | 70,133 53 | 792 00 | 134,242 65 | Welland..... | 299 00 | 792 00 | 62,657 80 | 70,493 85 | 134,242 65 |
| 3,768 00 | 4,103 50 | 150 00 | 5,021 50 | Welland Ship..... | 603 00 | 150 00 | 3,987 50 | 281 00 | 5,021 50 |
| 11,186 67 | 4,215 10 | 216 00 | 15,617 77 | Williamsburg..... | 850 00 | 216 00 | 1,435 10 | 13,116 67 | 15,617 77 |
| 1,935 10 | 14,082 50 | | 16,017 60 | Cornwall..... | | | 14,452 50 | 1,565 10 | 16,017 60 |
| 5,767 09 | 14,816 15 | | 20,583 24 | Beauharnois..... | | | 14,816 15 | 5,767 09 | 20,583 24 |
| 36,042 56 | 146,519 40 | 204 00 | 182,765 96 | Lachine..... | 12,628 93 | 204 00 | 131,108 12 | 38,824 91 | 182,765 96 |
| 801 84 | 126 00 | 663 00 | 1,590 84 | Chambly..... | 8 00 | 663 00 | 122 00 | 797 84 | 1,590 84 |
| 6,925 53 | 7,078 86 | 1,897 00 | 15,901 39 | Rideau..... | 167 00 | 1,897 00 | 3,890 36 | 9,947 03 | 15,901 39 |
| 28,616 99 | 16,814 53 | 1,254 73 | 46,686 25 | Trent..... | | 1,254 73 | 2,542 07 | 42,889 45 | 46,686 25 |
| 60 00 | 85 00 | | 145 00 | Sault Ste. Marie..... | | | 60 00 | 85 00 | 145 00 |
| 21,711 08 | 644 00 | 192 00 | 22,547 08 | Carillon and Grenville..... | | 192 00 | 967 00 | 21,388 08 | 22,547 08 |
| | 3,157 60 | 336 60 | 3,493 60 | Soulanges..... | | 336 00 | 3,157 60 | | 3,493 60 |
| | 33 00 | 120 00 | 157 00 | St. Anne Lock..... | | 120 00 | 33 00 | | 157 00 |
| | 1 00 | | 2 00 | Chats Falls..... | | | 2 00 | 4 00 | 2 00 |
| | 7 00 | | 7 00 | St. Peters..... | | | 7 00 | | 7 00 |
| | 14 00 | 240 00 | 258 00 | Murray..... | | 240 00 | 13 00 | 5 00 | 258 00 |
| 177,140 08 | 281,831 17 | 6,064 73 | 465,036 88 | Totals..... | 14,555 93 | 6,064 73 | 239,251 20 | 205,165 02 | 465,036 88 |

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WELLAND SHIP CANAL.—Amounts Expended on Construction.

| | Year ending. | Capital. |
|-----------------------------|-----------------|---------------|
| | | \$ cts. |
| Government expenditure..... | 1914 | 994,257 60 |
| “ “ | 1915 | 4,074,200 69 |
| “ “ | 1916 | 4,892,105 15 |
| “ “ | 1917 | 3,513,769 82 |
| “ “ | 1918 | 1,235,046 59 |
| “ “ | 1919 | 1,823,875 96 |
| Total..... | | 16,533,255 81 |

Expenditure as above.....\$16,533,255 81

To which add the preliminary expenditure for surveys, borings, etc., charged to Welland Canal capital as follows:—

| | | |
|--------------|--------------|------------|
| 1905-06..... | \$ 13,231 97 | |
| 1906-07..... | 10,825 27 | |
| 1907-08..... | 8,300 34 | |
| 1908-09..... | 19,993 37 | |
| 1909-10..... | 9,979 91 | |
| 1910-11..... | 21,229 35 | |
| 1911-12..... | 23,138 60 | |
| 1912-13..... | 112,890 92 | |
| | | 219,589 73 |

Total cost of Welland Ship Canal to March 31, 1919.....\$16,752,845 54

HUDSON BAY RAILWAY.—Amounts Expended on Construction.

| | Year ending. | Capital. |
|------------------------------|-----------------|---------------|
| | | \$ cts. |
| Government expenditure..... | 1909 | 92,427 83 |
| “ “ | 1910 | 53,042 63 |
| “ “ | 1911 | 184,149 81 |
| “ “ | 1912 | 159,632 00 |
| “ “ | 1913 | 1,099,063 15 |
| “ “ | 1914 | 4,498,717 25 |
| “ “ | 1915 | 4,773,743 99 |
| “ “ | 1916 | 4,889,131 77 |
| “ “ | 1917 | 2,604,279 94 |
| “ “ | 1918 | 1,879,699 00 |
| “ “ | 1919 | 562,557 80 |
| Total to March 31, 1919..... | | 20,796,445 17 |

10 GEORGE V, A. 1920

QUEBEC BRIDGE.—Amounts Expended on Construction.

| | Year. ending. | Capital | Income. |
|---|------------------|-----------------|-----------------|
| | | \$ cts. | \$ cts. |
| Government expenditure..... | 1909 | | 422,867 12 |
| “ “ | 1910 | | 111,788 02 |
| “ “ | 1911 | 227,563 40 | |
| “ “ | 1912 | 603,293 07 | |
| “ “ | 1913 | 1,512,825 96 | |
| “ “ | 1914 | 2,604,105 61 | |
| “ “ | 1915 | 2,816,305 10 | |
| “ “ | 1916 | 2,746,813 70 | |
| “ “ | 1917 | 2,733,677 00 | |
| “ “ | 1918 | 931,278 01 | |
| “ “ | 1919 | 656,761 79 | |
| Total..... | | 14,832,623 64 | 534,655 14 |
| Less amount received from the Phoenix Bridge Co., 1910..... | | | 100,000 00 |
| Total to March 31, 1919..... | | 14,832,623 64 | 434,655 14 |
| Capital expenditure as above..... | | | \$14,832,623 64 |
| In this expenditure a total of \$91,188.10 has been credited, being received for the sale of scrap and used material from the collapsed bridge. | | | |
| Add amounts paid by the Finance Department not included above:— | | | |
| Amount guaranteed by Act of 1903, Chap. 54..... | | \$ 6,424,781 00 | |
| Amount paid to the Province of Quebec..... | | 250,000 00 | |
| Amount paid to City of Quebec..... | | 300,000 00 | |
| Amount paid to Emile Tanguay, as per Supreme Court award..... | | 485 20 | |
| | | | 6,975,266 20 |
| Less amount received from the Phoenix Bridge Co..... | | | 21,807,889 84 |
| | | | 100,000 00 |
| Agrees with Public Accounts Balance Sheet, 1919..... | | | \$21,707,889 84 |
| To which add the expenditure under Income, 1909 and 1910..... | | \$ 534,655 14 | |
| Add also amount paid for subsidies in 1901, 1902 and 1903..... | | 374,353 33 | |
| | | | 909 008 47 |
| Total expenditure to date of March 31, 1919..... | | | \$22,616,898 31 |

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EXPENDITURE on the Canadian Government Railways to March 31, 1919.

CAPITAL ACCOUNT.

| Railways. | Previous Years. | Year ending March 31, 1919. | Total. |
|---|--------------------|-----------------------------------|----------------|
| | \$ cts. | \$ cts. | \$ cts. |
| Intercolonial Railway System as follows:— | | | |
| Canada Eastern Ry..... | 819,000 00 | | 819,000 00 |
| Cape Breton Ry..... | 3,860,679 14 | | 3,860,679 14 |
| Drummond County Ry..... | 1,464,000 00 | | 1,464,000 00 |
| Eastern Extension Ry..... | 1,324,042 81 | | 1,324,042 81 |
| Montreal and European Ry..... | 333,942 72 | | 333,942 72 |
| Oxford and New Glasgow Ry..... | 1,949,063 21 | | 1,949,063 21 |
| Intercolonial Ry..... | 116,366,437 51 | 10,537,031 24 | 126,903,468 75 |
| Total..... | 126,117,165 39 | 10,537,031 24 | 136,654,196 63 |
| Prince Edward Island Ry..... | 11,829,557 44 | 732,752 53 | 12,562,309 97 |
| International Ry. of New Brunswick..... | 13,031 96 | 77,849 84 | 90,881 80 |
| New Brunswick and Prince Edward Island Ry..... | 391,454 27 | 126,201 30 | 517,655 57 |
| Elgin and Havelock Ry..... | | 47,209 98 | 47,209 98 |
| Moncton & Buctouche Ry..... | | 37,829 81 | 37,829 81 |
| Salisbury & Albert Ry..... | | 42,304 58 | 42,304 58 |
| St. Martins Ry..... | | 34,566 47 | 34,566 47 |
| York & Carleton Ry..... | | 7,250 60 | 7,250 60 |
| Canadian Northern Ry..... | | 9,733,333 24 | 9,733,333 24 |
| Quebec and Saguenay Ry..... | 1,703,589 90 | 4,846,306 52 | 6,549,896 42 |
| National Transcontinental Ry..... | 164,488,236 85 | 640,504 90 | 165,128,741 75 |
| Hudson Bay Railway..... | 20,233,887 37 | 562,557 80 | 20,796,445 17 |
| Annapolis and Digby Ry..... | 660,683 09 | | 660,683 09 |
| ^a European and North American Ry..... | 88,363 18 | | 88,363 18 |
| ^a Nova Scotia Ry..... | 208,509 72 | | 208,509 72 |
| ^c Carleton Branch Ry..... | 48,410 48 | | 48,410 48 |
| Canadian Government Rys. Rolling Stock purchased 1917-18-19..... | 24,392,985 80 | 12,767,481 83 | 37,160,467 63 |
| Canadian Pacific Ry..... | 62,789,776 09 | | 62,789,776 09 |
| Yukon Territory Works, Stikine Teslin Ry..... | 283,323 55 | | 283,323 55 |
| Governor General's Cars..... | 71,538 82 | | 71,538 82 |
| Miscellaneous Expenditure..... | 18,345 00 | | 18,345 00 |
| Total..... | 413,338,858 91 | 40,193,180 64 | 453,532,039 55 |
| ^b Quebec Bridge..... | 14,175,861 85 | 656,761 79 | 14,832,623 64 |
| | 427,514,720 76 | 40,849,942 43 | 468,364,663 19 |

^a Amount paid on this line, between 1868 and 1873, inclusive, was transferred to Consolidated Fund.

^b See Special Statement, page 19 and also 15.

^c This Railway, which cost \$88,410.48, was sold in 1893 to the City of St. John, N.B., for \$40,000. (Vict. Cap. 6).

10 GEORGE V, A. 1920

EXPENDITURE on the Canadian Government Railways to March 31, 1919.

INCOME ACCOUNT.

| Railways. | Previous years. | 1918-19. | Total. |
|--------------------------------|--------------------|------------|--------------|
| | \$ cts. | \$ cts. | \$ cts. |
| Annapolis and Digby Ry..... | 8,381 82 | | 8,381 82 |
| Intercolonial Ry..... | 280,000 00 | | 280,000 00 |
| Miscellaneous expenditure..... | 4,027,475 05 | 415,351 78 | 4,442 826 83 |
| Total..... | 4,315,856 87 | 415,351 78 | 4,731,208 65 |
| Quebec Bridge..... | 434,655 14 | | 434,655 14 |
| Total..... | 4,750,512 01 | 415,351 78 | 5,165,863 79 |

EXPENDITURE of the Canadian Government Railways to March 31, 1919.

REVENUE ACCOUNT—WORKING EXPENSES.

| Railways. | Previous Years. | 1918-19. | Total. |
|---|--------------------|---------------|----------------|
| | \$ cts. | \$ cts. | \$ cts. |
| *Intercolonial Railway..... | 254,610,305 36 | 28,242,111 11 | 282,852,416 47 |
| †New Brunswick and Prince Edward Island Ry..... | 209,004 68 | † | 209,004 68 |
| Prince Edward Island Ry..... | 14,113,147 64 | 1,596,049 91 | 15,709,197 55 |
| International Ry. of New Brunswick..... | 958,973 91 | 549,310 26 | 1,508,284 17 |
| Moncton and Buctouche Ry..... | | 68,432 48 | 68,432 48 |
| Salisbury and Albert Ry..... | | 95,967 51 | 95,967 51 |
| St. Martins Ry..... | | 45,930 81 | 45,930 81 |
| York and Carleton Ry..... | | 22,409 05 | 22,409 05 |
| Elgin and Havelock Ry..... | | 48,343 40 | 48,343 40 |
| St. John & Quebec Ry..... | 354,724 73 | 192,690 05 | 547,414 78 |
| National Transcontinental Ry..... | 23,211,442 19 | 13,028,381 49 | 36,239,823 68 |
| Miscellaneous expenditure..... | 109,289 97 | 17,000 00 | 126,289 97 |
| Canadian Pacific Ry..... | 318,216 30 | | 318,216 30 |
| Eastern Extension Ry..... | 538,094 06 | | 538,094 06 |
| Total..... | 294,423,198 84 | 43,906,626 07 | 338,329,824 91 |
| ‡Intercolonial Ry.—Improvement and Betterments... | 2,586,230 21 | | 2,586,230 21 |
| Total..... | 297,009,429 05 | 43,906,626 07 | 340,916,055 12 |

*Including expenditure on the Baie des Chaleurs Railway in 1897, amounting to \$18,679.97.

†Included in Intercolonial Railway Working Expenses.

‡This charge to Working Expenses was credited to Rolling Stock account for the purchase of rolling stock out of the earnings of the railway.

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REVENUE RECEIVED by the Canadian Government Railways to March 31, 1919.

| Railways. | Previous Years. | 1918-19. | Total. |
|---|--------------------|---------------|----------------|
| | \$ cts. | \$ cts. | \$ cts. |
| Intercolonial Railway..... | 246,695,114 08 | 26,435,353 78 | 273,130,457 86 |
| †New Brunswick and Prince Edward Island Ry..... | 114,170 90 | † | 114,170 90 |
| Prince Edward Island Ry..... | 9,834,688 51 | 741,514 58 | 10,576,203 09 |
| International Ry..... | 427,671 52 | 202,354 27 | 630,025 79 |
| Moncton & Buctouche Ry..... | | 32,610 20 | 32,610 20 |
| Salisbury and Albert Ry..... | | 44,472 00 | 44,472 00 |
| St. Martins Ry..... | | 16,694 06 | 16,694 06 |
| York & Carleton Ry..... | | 6,954 35 | 6,954 35 |
| Elgin & Havelock Ry..... | | 13,447 08 | 13,447 08 |
| St. John & Quebec Ry..... | 211,680 35 | 139,185 21 | 350,865 56 |
| National Transcontinental Ry..... | 17,493,990 55 | 10,412,407 56 | 27,906,398 11 |
| Canadian Pacific Ry..... | 396,473 75 | | 396,473 75 |
| Eastern Extension Ry..... | 462,465 68 | | 462,465 68 |
| Total..... | 275,636,255 34 | 38,044,983 09 | 313,681,238 43 |

†Revenue included with the Intercolonial Railway.

MISCELLANEOUS EXPENDITURE common to both Railways and Canals including
War appropriation, to March 31, 1919.

INCOME ACCOUNT.

| | | |
|--------------------------------------|--|-----------------|
| Expenditure previous to 1918-19..... | | \$ 2,585,735 54 |
| Expenditure during 1918-19..... | | 2,871,849 71 |
| Total..... | | \$ 5,457,585 25 |

EXPENDITURE common to both Railways and Canals to March 31, 1919.

REVENUE ACCOUNT.

| | Previous. Years. | 1918-19. | Total. |
|------------------|---------------------|----------|-----------|
| | \$ cts. | \$ cts. | \$ cts. |
| Expenditure..... | 69,711 05 | | 69,711 05 |

10 GEORGE V, A. 1920

GOVERNMENT RAILWAYS.

RECAPITULATION of EXPENDITURE and REVENUE to March 31, 1919.

| | Year. | Capital. | Revenue. | | Revenue received. |
|---|-------|-----------------|------------------------------|-------------------|-------------------|
| | | | Improvement and Betterments. | Working expenses. | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Expenditure prior to Confederation..... | | 13,881,460 65 | | | |
| Since Confederation— | | | | | |
| 1868 to 877 inclusive..... | | 33,476,607 70 | | 10,059,936 93 | 7,270,643 05 |
| “ “..... | 1878 | 2,643,741 72 | | 2,032,873 05 | 1,514,846 38 |
| “ “..... | 1879 | 2,507,053 71 | | 2,233,496 34 | 1,419,955 60 |
| “ “..... | 1880 | 6,109,077 14 | | 1,851,489 26 | 1,739,137 25 |
| “ “..... | 1881 | 5,577,236 73 | | 2,220,421 39 | 2,200,486 25 |
| “ “..... | 1882 | 5,175,046 61 | | 2,310,638 54 | 2,237,583 39 |
| “ “..... | 1883 | 11,707,619 02 | | 2,636,551 70 | 2,541,205 41 |
| “ “..... | 1884 | 14,013,074 89 | | 2,613,508 87 | 2,551,937 97 |
| “ “..... | 1885 | 11,224,244 54 | | 2,749,710 53 | 2,624,243 07 |
| “ “..... | 1886 | 4,443,220 17 | | 2,819,973 50 | 2,629,336 35 |
| “ “..... | 1887 | 1,846,887 18 | | 3,152,650 40 | 2,840,747 88 |
| “ “..... | 1888 | 1,765,582 11 | | 3,621,076 62 | 3,166,253 22 |
| “ “..... | 1889 | 2,709,857 37 | | 3,513,063 67 | 3,167,542 67 |
| “ “..... | 1890 | 2,392,767 99 | | 3,846,044 42 | 3,203,874 11 |
| “ “..... | 1891 | 1,184,317 34 | | 3,949,263 73 | 3,181,888 56 |
| “ “..... | 1892 | 417,425 73 | | 3,748,597 77 | 3,136,393 51 |
| “ “..... | 1893 | 712,917 44 | | 3,288,629 62 | 3,262,505 62 |
| “ “..... | 1894 | 585,749 01 | | 3,226,208 13 | 3,179,019 57 |
| “ “..... | 1895 | 376,814 83 | | 3,197,846 17 | 3,129,450 37 |
| “ “..... | 1896 | 324,774 72 | | 3,254,442 64 | 3,140,678 47 |
| “ “..... | 1897 | 204,624 31 | | 3,195,959 58 | 3,060,074 38 |
| “ “..... | 1898 | 270,990 85 | | 3,507,248 88 | 3,313,847 10 |
| “ “..... | 1899 | 1,112,348 47 | | 3,696,612 31 | 3,940,570 11 |
| “ “..... | 1900 | 3,309,130 42 | | 4,665,228 06 | 4,774,161 87 |
| “ “..... | 1901 | 3,922,989 37 | | 5,739,051 54 | 5,213,381 24 |
| “ “..... | 1902 | 5,386,611 24 | | 5,861,099 54 | 5,918,990 43 |
| “ “..... | 1903 | 3,083,680 86 | | 6,474,134 20 | 6,584,598 77 |
| “ “..... | 1904 | 2,619,059 86 | | 7,599,958 57 | 6,627 255 51 |
| “ “..... | 1905 | 6,125,481 79 | | 8,906,154 35 | 7,050,892 11 |
| “ “..... | 1906 | 6,102,565 74 | | 7,893,653 49 | 7,950,552 97 |
| “ “..... | 1907 | 7,174,370 17 | | 6,328,745 65 | 6,509,186 49 |
| “ “..... | 1908 | 23,684,005 25 | | 9,595,295 43 | 9,534,569 04 |
| “ “..... | 1909 | 29,414,227 34 | | 9,764,586 51 | 8,894,420 42 |
| “ “..... | 1910 | 21,505,975 91 | | 9,095,903 96 | 9,647,963 71 |
| “ “..... | 1911 | 24,532,466 18 | | 10 037,878 77 | 10,249,394 38 |
| “ “..... | 1912 | 23,108,805 52 | | 11,074,852 80 | 11,034,165 83 |
| “ “..... | 1913 | 17,375,968 10 | | 12,499,925 65 | 12,442,203 46 |
| “ “..... | 1914 | 21,628,095 15 | | 13,559,225 45 | 13,394,317 37 |
| “ “..... | 1915 | 21,865,663 92 | | 12,474,453 85 | 12,149,357 32 |
| “ “..... | 1916 | 21,155,255 19 | 1,515,895 57 | 17,891,484 65 | 18,427,908 65 |
| “ “..... | 1917 | 12,003,649 70 | 1,070,334 64 | 24,725,571 90 | 23,539,758 61 |
| “ “..... | 1918 | 34,699,416 96 | | 33,400,460 45 | 27,240,956 87 |
| “ “..... | 1919 | 40,193,180 64 | | 43,889,626 07 | 38,013,725 69 |
| Total..... | | *453,554,039 55 | 2,586,230 21 | 338,203,534 94 | 313,649,981 03 |

| | |
|---|----------------|
| Total amount of capital expenditure..... | 453,554,039 55 |
| Less amount received from the city of St. John, N.B., as purchase price of the Carleton Branch Railway..... | 40,000 00 |
| Net amount of capital expenditure..... | 453,514,039 55 |

*Cost of Quebec Bridge not included.

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TOTAL EXPENDITURE AND REVENUE of the Department of Railway and Canals prior to and since Confederation to March 31, 1919.

| | \$ | cts. | \$ | cts. |
|--|-------------|------|---------------|------|
| GRAND TOTAL EXPENDITURE..... | | | 1,067,463,303 | 67 |
| Expenditure on Railways..... | 799,179,303 | 32 | | |
| " Quebec Bridge..... | 15,267,278 | 78 | | |
| " Railway Subsidies..... | 76,056,625 | 54 | | |
| " Canals..... | 171,432,799 | 73 | | |
| " Miscellaneous..... | 5,527,296 | 30 | | |
| Total Expenditure..... | | | 1,067,463,303 | 67 |
| CLASSIFICATION OF EXPENDITURE IN GENERAL— | | | | |
| Capital account..... | 595,277,870 | 58 | | |
| Revenue account..... | 375,820,770 | 63 | | |
| Income account..... | 20,308,036 | 92 | | |
| Consolidated Fund— | | | | |
| Consolidated fund—Railway subsidies, pages 24 to 31..... | 76,056,625 | 54 | | |
| Total expenditure..... | | | 1,067,463,303 | 67 |
| CLASSIFICATION OF EXPENDITURE IN DETAIL— | | | | |
| Railways— | | | | |
| Capital—See page 19..... | 453,532,039 | 55 | | |
| Income—See page 20..... | 4,731,208 | 65 | | |
| Revenue—See page 20..... | 340,916,055 | 12 | | |
| Total expenditure on railways..... | 890,503,207 | 64 | | |
| Quebec Bridge— | | | | |
| Capital—See page 19..... | 14,832,623 | 64 | | |
| Income—See page 20..... | 434,655 | 14 | | |
| Total expenditure on Quebec Bridge..... | | | | |
| Railway subsidies—See pages 24 to 31..... | 76,056,625 | 54 | | |
| Canals— | | | | |
| Capital—See pages 11 and 13..... | 126,913,207 | 39 | | |
| Income—See pages 11 and 13..... | 9,684,587 | 88 | | |
| Revenue—See pages 12 and 13..... | | | | |
| " Staff..... | 19,800,231 | 08 | | |
| " Repairs..... | 15,034,773 | 38 | | |
| Total expenditure on canals..... | 34,835,004 | 46 | | |
| Miscellaneous expenditure— | | | | |
| Income—See page 21..... | 5,457,585 | 25 | | |
| Revenue—See page 21..... | 69,711 | 05 | | |
| Total miscellaneous expenditure..... | | | | |
| Grand total expenditure..... | | | 1,067,463,303 | 67 |
| REVENUE RECEIVED. | | | | |
| GRAND TOTAL OF REVENUE RECEIVED from July 1, 1867 to Mar. 31, 1919 | | | | |
| Railways—See page 21..... | 313,649,981 | 03 | | |
| Canals—See page 14..... | 17,467,794 | 44 | | |
| Grand total..... | | | 331,117,775 | 47 |

RAILWAY AND BRIDGE SUBSIDY STATEMENTS

I.—*Statement showing the Railway Subsidies paid during the year ending March 31, 1919.*

II.—*Statement of Railway and Bridge Subsidies paid from July 1, 1883, to March 31, 1919.*

I.—RAILWAY SUBSIDIES PAID DURING YEAR ENDING MARCH 31, 1919

| Date. | Name of Railway. | Amount. | |
|------------------------|---|-----------|------------|
| | | \$ cts. | \$ cts. |
| 1919. Feb. 19..... | <i>Canadian Northern Alberta Railway Co.—</i> Act 1913, Cap. 10. Payment of balance of subsidy on 260 miles of railway from Edmonton, Alta., to the boundary line of British Columbia at Yellowhead Pass..... | | 25,896 00 |
| May 10..... | <i>Canadian Northern Ontario Railway.—</i> Act 1913, Cap. 10. Payment of balance of subsidy on 894.48 miles of railway from Ottawa to Port Arthur..... | | 17,909 32 |
| 1918. Sept. 21..... | <i>Canada Central Railway—</i> Appropriation Act No. 2, 1918, vote 382. Payment on Account of contribution towards the cost of con- struction of a railway bridge over the Peace River at, or near Peace River Crossing, Alberta..... | 99,242 50 | |
| 1919. Feb. 4..... | Further payment on same..... | 62,787 50 | |
| April 24..... | Final payment on same..... | 12,970 00 | 175,000 00 |
| | Total..... | | 218,805 32 |

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II.—STATEMENT showing Subsidies paid to March 31, 1919.

| Subsidies Voted. | | Number. | Railways. | July 1, 1883, to March 31, 1916. | | 1916-17. | | 1917-18. | | 1918-19. | | Total to March 31, 1919. |
|---|---|---------|---|---|------|----------|------|----------|------|----------|--------------|--------------------------------|
| Authority. | Amount. | | | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | |
| 47 Vic., chap. 8 52 | } 51,200 00 | 1 | Albert Southern Railway, N.B..... | 50,460 00 | | | | | | | 50,460 00 | |
| 3-4 Geo. V, chap. 46 62-3 Viv., chap. 7 | | 2 | Alberta Central Railway, Alta..... | 404,480 00 | | | | | | | 404,480 00 | |
| 63-4 1 Ed. VII, chap. 7 | | 3 | Algoma Central and Hudson Bay Ry., Ont..... | 2,048,704 00 | | | | | | | 2,048,704 00 | |
| 9-10 1 37 Vic., chap. 14 | } 186,500 annually for 20 years... — | 4 | Algoma Eastern Ry. Co., formerly Manitoulin and North Shore Ry. Co., Ontario..... | 547 648 00 | | | | | | | 547,648 00 | |
| 6 Ed. VII, chap. 43 9-10 | | 5 | Atlantic and Lake Superior Ry., Quebec..... | a163,418 19 | | | | | | | a163,418 19 | |
| 46 Vic., chap. 25 47 52 | | 6 | Atlantic and Northwestern Railway..... | 3,732,000 00 | | | | | | | 3,732,000 00 | |
| 50-1 Vic., chap. 27 56 48-9 49 50-1 57-8 48-9 53 54-5 57-8 | } 62,4000 | 7 | Atlantic, Quebec and Western Ry. Co., Quebec..... | 902,800 00 | | | | | | | 902,800 00 | |
| | | 8 | Baie des Chaleurs Railway, Quebec..... | 620,000 00 | | | | | | | 620,000 00 | |
| | | 9 | Bay of Quinte Railway, Ontario, now (1918) Canadian Northern Ry..... | 141,722 45 | | | | | | | 141,722 45 | |
| 50-1 Vic., chap. 27 56 48-9 49 50-1 57-8 48-9 53 54-5 57-8 | } 62,400 00 | 10 | Beauharnois Junction Railway, Quebec..... | 62,400 00 | | | | | | | 62,400 00 | |
| | | 11 | Belleville and North Hastings Railway, Ontario..... | 21,888 00 | | | | | | | 21,888 00 | |
| | | 12 | Brantford, Waterloo and Lake Erie Ry., Ontario..... | 57,600 00 | | | | | | | 57,600 00 | |
| 49 Vic., chap. 10 50-1 48-9 49 50-1 47 48-9 49 | } 128,000 00 | 13 | Brockville, Westport and Sault Ste. Marie Railway, Ontario, now (1918) Canadian Northern Ry..... | 140,800 00 | | | | | | | 140,800 00 | |
| | | 15 | Bruce Mines and Algoma Railway, Ontario..... | 53,920 00 | | | | | | | 53,920 00 | |
| | | 14 | Buctouche and Moncton Railway, New Brunswick..... | 101,600 00 | | | | | | | 101,600 00 | |
| 49 Vic., chap. 10 50-1 48-9 49 50-1 47 48-9 49 | } 38,400 00 | 16 | Canada Atlantic Railway, Ontario..... | 282,355 20 | | | | | | | 282,355 20 | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |

DEPARTMENT OF RAILWAYS AND CANALS

10 GEORGE V, A. 1920

STATEMENT Showing Subsidies paid to March 31, 1919.—Continued.

| Subsidies Voted. | | Number. | Railways. | | July 1, 1883, to March 31, 1916. | 1916-17. | 1917-18. | 1918-19. | Total to March 31, 1919. |
|---------------------|---------|---------|---|--------------|---|------------|------------|------------|--------------------------------|
| Authority. | Amount. | | | | | | | | |
| App. Act 2, 1918 | | 16½ | Canada Central Ry., Alberta..... | \$ | cts. | \$ | cts. | \$ | cts. |
| 48-9 | 59 | 17 | Canada Eastern Ry., formerly Northern and Western Ry., New Brunswick, including also Chatham Branch Ry..... | 175,000 00 | 24,439 84 | 140,800 00 | 35,200 00 | 175,000 00 | 175,000 00 |
| 51 | 3 | | | | 374,839 84 | | | | 374,839 84 |
| 57-8 | 4 | | | | 210,053 59 | | | | 210,053 59 |
| 62-3 | 7 | 18 | Canada and Gulf Terminal Ry. Co..... | 32,000 00 | | | | | |
| 7-8 Ed. VII, c. 63 | 8 | | | 57,600 00 | | | | | |
| 47 Vic., chap. 10 | 10 | | | 22,400 00 | | | | | |
| 49 | 3 | | | 48,000 00 | | | | | |
| 52 | 2 | 19 | Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec..... | 47,000 00 | 1,265,357 14 | | | | 1,265,357 14 |
| 53 | 2 | | | 70,400 00 | | | | | |
| 56 | 4 | | | | 3,094,104 00 | | | 25,896 00 | 3,120,000 00 |
| 57-8 | 63 | 20 | Canadian Northern Alberta Ry. Co., Alberta..... | | 14,028,582 10 | 358,180 41 | 80,963 37 | 17,909 32 | 14,485,635 20 |
| 7-8 Ed. VII, c. 63 | 7 | 21 | Canadian Northern Ontario Ry. Co..... | | 1,909,132 00 | | | | 1,909,132 00 |
| 2 Geo. V, chap. 7 | 10 | 22 | Canadian Northern Ontario Ry. Co., Ontario, Manitoba and North West Territories..... | | 5,648,626 37 | | 338,893 63 | | 5,987,520 00 |
| 3-4 | 10 | | | | 391,819 75 | | | | 391,819 75 |
| 6-7 Ed. VII, c. 40 | 63 | 23 | Canadian Northern Ry. Co., British Columbia (Crow's Nest Pass)..... | 3,630,000 00 | 3,404,720 00 | | | | 3,404,720 00 |
| 7-8 | | 24 | Canadian Pacific Ry. Co. (Dymont Branch)..... | | 22,336 00 | | | | 22,336 00 |
| 2 Geo. V, chap. 9 | 9 | 25 | Canadian Pacific Ry., Bridge at Edmonton, Alberta..... | | 126,000 00 | | | | 126,000 00 |
| | | 26 | Canadian Pacific Ry., Gimli to Icelandic River Bridge | | 80,032 00 | | | | 80,032 00 |
| 2 Geo. V, chap. 46 | 46 | 27 | Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch) | | 153,866 00 | | | | 153,866 00 |
| | | 28 | Can. Pac. Ry. Co., Moosejaw northwesterly | | 485,474 27 | | | | 485,474 27 |
| 7-8 Ed. VII, c. 63 | 63 | 29 | Can. Pac. Ry. Co. Bridge at Outlook | | 115,000 00 | | | | 115,000 00 |
| 2 Geo. V, chap. 48 | 48 | 30 | Can. Pac. Ry. Co. (Pheasant Hills Branch) | | 435,200 00 | | | | 435,200 00 |
| | | 31 | Can. Pac. Ry. Co. (Pipestone Branch) | | 160,000 00 | | | | 160,000 00 |
| 55-6 Vic., chap. 5 | 5 | 32 | Can. Pac. Ry. Co., B.C., Revelstoke to Arrow Lake | 80,000 00 | 80,000 00 | | | | 80,000 00 |
| | | 33 | Can. Pac. Ry. Co. (Selkirk Branch) | | 83,200 00 | | | | 83,200 00 |
| 4 Ed. VII, chap. 34 | 34 | 34 | Can. Pac. Ry. Co. (Staynerville Branch) | | 13,024 00 | | | | 13,024 00 |
| 6 | 43 | 35 | Can. Pac. Ry. Co. (Teulon to Icelandic River) | | 112,000 00 | | | | 112,000 00 |
| | | 36 | Can. Pac. Ry. Co. (Waskada Branch) | | 64,000 00 | | | | 64,000 00 |
| 7-8 Ed. VII, c. 63 | 63 | 37 | Can. Pac. Ry., Winnipeg to Gimli, Man. | | 34,522 43 | | | | 34,522 43 |
| 48-9 Vic., chap. 58 | 58 | 38 | Canadian Pacific Extension..... | 1,500,000 00 | 1,500,000 00 | | | | 1,500,000 00 |

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| | | | | | | | | |
|----------------------|----------------|----|--------------|----|--|--------------|-------|--------------|
| 57-8 | " | 4 | 9,000 00 | 41 | Cap de la Magdeleine Railway, Quebec..... | 7,424 00 | | 7,424 00 |
| 46 | Vic., chap. 25 | 25 | — | 42 | Cape Breton Extension Railway, Nova Scotia..... | 196,800 00 | | 196,800 00 |
| 47 | " | 8 | 115,200 00 | 43 | Caraquet Railway, New Brunswick..... | 224,000 00 | ..... | 224,000 00 |
| 50-1 | " | 24 | 76,800 00 | | | | | |
| 47 | " | 8 | 32,000 00 | | | | | |
| 51 | " | 3 | — | | | | | |
| 52 | " | 3 | 83,612 00 | | | | | |
| 53 | " | 2 | 142,400 00 | 44 | Central Railway, New Brunswick..... | 226,012 54 | ..... | 226,012 54 |
| 57-8 | " | 4 | 48,000 00 | | | | | |
| 61 | " | 1 | — | | | | | |
| 62-3 | " | 1 | — | | | | | |
| 2 Ed. VII, chap. 48 | | 48 | — | | | | | |
| 46 Vic, chap. 2 | | 2 | 1,525,250 00 | 45 | Central Railway of Canada, Quebec..... | 30,145 02 | ..... | 30,145 02 |
| 7 | " | 8 | — | 46 | Central Canada Railway..... | 1,525,250 00 | ..... | 1,525,250 00 |
| 6-7 Ed. VII, c. 40 | | 40 | — | 47 | Central Ontario Railway Co., Ontario, now (1918) Canadian Northern Ry..... | 205,862 79 | ..... | 205,862 79 |
| | | | — | 48 | Coast Line of Nova Scotia, (Halifax and Yarmouth Ry.), now (1918) Canadian Northern Ry..... | 160,000 00 | ..... | 160,000 00 |
| 6 Ed. VII, chap. 43 | | 43 | — | 49 | Colchester Coal and Railway Co., Nova Scotia..... | 12,800 00 | ..... | 12,800 00 |
| 53 Vic., chap. 2 | | 2 | 112,000 00 | 50 | Columbia and Kootenay, Ry. Co., British Columbia | 88,800 00 | ..... | 88,800 00 |
| 50-1 | " | 24 | 44,800 00 | 51 | Cornwallis Valley Railway Co., Nova Scotia..... | 44,800 00 | ..... | 44,800 00 |
| 52 | " | 3 | — | | | | | |
| 50-1 | " | 24 | 44,800 00 | 52 | Cumberland Railway and Coal Co., Nova Scotia..... | 39,850 00 | ..... | 39,850 00 |
| 5-6 | " | 5 | 89,600 00 | 53 | Dominion Coal Company, Nova Scotia..... | 87,808 00 | ..... | 87,808 00 |
| 50-1 | " | 24 | 22,400 00 | 54 | Dominion Lime Company, Quebec..... | 15,360 00 | ..... | 15,360 00 |
| 50-1 | " | 24 | 96,000 00 | | | | | |
| 52 | " | 3 | 14,400 00 | 55 | Drummond County Railway, Quebec..... | 423,936 00 | ..... | 423,936 00 |
| 53 | " | 2 | 76,800 00 | | | | | |
| 57-8 | " | 4 | 96,000 00 | | | | | |
| | | | — | 56 | East Richelieu Valley Railway Co., Quebec (Quebec, Montreal and Southern Ry)..... | 69,952 00 | ..... | 69,952 00 |
| 3-4 Geo. V, chap. 46 | | 46 | — | 57 | Edmonton, Dunvegan and British Columbia Railway, Alberta..... | 125,202 84 | ..... | 125,202 84 |
| 6-7 Ed. VII, c. 40 | | 40 | — | 58 | Edmonton, Yukon and Pacific Railway Co., Alberta, now (1918) Canadian Northern Ry..... | 91,200 00 | ..... | 91,200 00 |
| 46 Vic., chap. 25 | | 25 | 38,400 00 | 59 | Elgin, Petibodiack and Havelock Railway, N.B..... | 82,652 82 | ..... | 82,652 82 |
| 51 | " | 3 | 44,252 82 | | | | | |
| 47 | " | 8 | 96,000 00 | 60 | Erie and Huron Railway, Ontario..... | 96,000 00 | ..... | 96,000 00 |
| 47 | " | 6 | 750,000 00 | 61 | Esquimalt and Nanaimo Railway, British Columbia | 1,520,560 00 | ..... | 1,520,560 00 |
| 2 Geo. V, chap. 48 | | 48 | — | 62 | Fredericton and Grand Lake Railway Co., New Brunswick..... | 216,576 00 | ..... | 216,576 00 |
| 52 Vic., chap. 3 | | 3 | 30,000 00 | 63 | Fredericton and St. Mary's Ry. Bridge Co., New Brunswick..... | 30,000 00 | ..... | 30,000 00 |
| 60-61 | " | 4 | 500,000 00 | 64 | Grand Trunk Ry. Co., Victoria Jubilee Bridge, Quebec | 500,000 00 | ..... | 500,000 00 |
| 63 | " | 3 | — | | | | | |
| 56 | " | 2 | 48,000 00 | 65 | Grand Trunk, Georgian Bay and Lake Erie Ry., Ontario..... | 39,744 00 | | 39,744 00 |
| 7-8 Ed. VII, c. 63 | | 63 | — | 66 | Grand Trunk Pacific Ry. Co..... | 1,220,480 00 | | 1,220,480 00 |

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| | | | | | | | |
|---------------------|---|----|------------|--|--------------|--|--------------|
| 50-1 | " | 24 | 217,600 00 | Laurentian Railway, now (1918) Canadian Northern Ry | 217,600 00 | | 217,600 00 |
| 48-9 | " | 50 | 44,800 00 | Leamington and St. Clair Ry., Ontario | 51,200 00 | | 51,200 00 |
| 50-1 | " | 24 | 6,400 00 | | | | |
| 6-7 Ed. VII, c. 40 | | | — | Liverpool and Milton Ry. now (1918) Canadian Nor- | | | |
| 45 Vic., chap. 14 | | | — | thern Ry. | 32,000 00 | | 32,000 00 |
| 55-6 Vic., chap. 5 | | | — | Lindsay, Bobcaygeon, Pontypool Ry. Co., Ontario | 185,173 06 | | 185,173 06 |
| 57-8 | " | 4 | 48,000 00 | | | | |
| 7-8 Ed. VII, c. 63 | | | 48,000 00 | Lotbinière and Megantic Railway, Quebec | 96,000 00 | | 96,000 00 |
| 55-6 Vic., chap. 5 | | | — | | | | |
| 57-8 | " | 4 | — | Maganetawan River Railway Co., Ontario | 3,552 00 | | 3,552 00 |
| 7-8 Ed. VII, c. 63 | | | — | Maritime Coal and Railway Co. | 3,200 00 | | 3,200 00 |
| 55-6 Vic., chap. 5 | | | — | Massawippi Valley Railway Co., Quebec | 5,376 00 | | 5,376 00 |
| 57-8 | " | 4 | — | Midland Railway Co., Nova Scotia | 399,060 40 | | 399,060 40 |
| 7-8 Ed. VII, c. 63 | | | — | Middleton and Victoria Beach Railway Co., Nova | | | |
| 55-6 Vic., chap. 5 | | | — | Scotia, now (1918) Canadian Northern Ry. | 125,760 00 | | 125,760 00 |
| 57-8 | " | 4 | — | Minudie Coal Co., Nova Scotia | 18,544 00 | | 18,544 00 |
| 3 Ed. VII, chap. 57 | | | 67,200 00 | | | | |
| 56 Vic., chap. 2 | | | 38,400 00 | Montfort Colonization Railway, Quebec, now (1918) | | | |
| 57-8 | " | 4 | 66,000 00 | Canadian Northern Ry. | 167,440 00 | | 167,440 00 |
| 60-1 | " | 4 | 30,000 00 | | | | |
| 48-9 | " | 59 | 64,000 00 | Montreal and Champlain Junction Railway, Quebec | 103,600 00 | | 103,600 00 |
| 50-1 | " | 24 | 9,600 00 | | | | |
| 51 | " | 3 | 32,000 00 | Montreal and Lake Maskinonge Railway, Quebec | 41,280 00 | | 41,280 00 |
| 49 | " | 10 | 10,200 00 | | | | |
| 53 | " | 2 | 192,000 00 | Montreal and Ottawa Railway, Ontario | 192,000 00 | | 192,000 00 |
| 50-1 | " | 24 | — | | | | |
| 53 | " | 2 | 72,000 00 | Montreal and Province Line Railway, Quebec | 58,560 00 | | 58,560 00 |
| 54-5 | " | 8 | 40,000 00 | Montreal and Sorel Railway, Quebec (Quebec, Montreal | | | |
| 57-8 | " | 4 | 361,270 00 | and Southern Ry.) | 93,757 57 | | 93,757 57 |
| 1 Ed. VII, chap. 7 | | | 121,600 00 | Montreal and Western Railway, Quebec | 361,270 00 | | 361,270 00 |
| 48-9 | " | 59 | — | Nakusp and Slocan Railway, British Columbia | 117,760 00 | | 117,760 00 |
| 53 | " | 2 | — | Napierville Junction Railway Co., Quebec | 173,440 00 | | 173,440 00 |
| 53 Vic., chap. 2 | | | — | New Brunswick Coal and Railway Co., New Bruns- | | | |
| 57-8 | " | 4 | 118,400 00 | wick | 48,000 00 | | 48,000 00 |
| 6 Ed. VII, chap. 43 | | | 40,000 00 | New Brunswick and Prince Edward Island Railway | 113,440 00 | | 113,440 00 |
| 48-9 Vic., chap. 59 | | | — | New Glasgow Iron, Coal and Railway Co., Nova Scotia | 39,840 00 | | 39,840 00 |
| 55-6 | " | 5 | — | Nicola, Kamloops and Similkameen Coal Railway Co. | 300,800 00 | | 300,800 00 |
| Ed. VII, chap. 57 | | | — | North Shore Railway Co., formerly Beersville Coal | | | |
| 7-8 | " | 63 | — | and Railway Co. | 27,616 00 | | 27,616 00 |
| 48-9 Vic., chap. 59 | | | — | Northern Colonization Railway Co., Quebec | 355,200 00 | | 355,200 00 |
| 55-6 | " | 5 | — | Northern New Brunswick and Seaboard Railway Co., | | | |
| Ed. VII, chap. 57 | | | 660,000 00 | New Brunswick | 108,160 00 | | 108,160 00 |
| 7-8 | " | 63 | 660,000 00 | Northern and Pacific Junction Railway, Ontario | 1,320,000 00 | | 1,320,000 00 |
| 2 Geo. V, chap. 47 | | | 240,000 00 | | | | |
| 3-4 | " | 46 | — | Nova Scotia Central Railway Co., Nova Scotia, now | | | |
| 46 | " | 26 | — | (1918) Canadian Northern Ry. | 235,200 00 | | 235,200 00 |
| 53 | " | 2 | 32,000 00 | Ontario, Belmont and Northern Ry. Co., Ontario | | | |
| 55-6 | " | 5 | — | (Marmora Ry. & Mining Co.) now (1918) Canadian | | | |
| 61 | " | 1 | — | Northern Ry. | 30,720 00 | | 30,720 00 |
| 56 | " | 2 | — | | | | |

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| | | | | | | | | |
|----------------------|------------|------|--|----------------|------------|------------|------------|----------------|
| 52 Vic., chap. 3 | 163,200 00 | 135 | Shuswap and Okanagan Railway, British Columbia... | 163,200 00 | | | | 163,200 00 |
| 2 Geo. V, chap. 48 | — | 136 | Southampton Railway Co., New Brunswick..... | 81,280 00 | ..... | ..... | ..... | 81,280 00 |
| 50-1 Vic., chap. 24 | 54,400 00 | 137 | South Norfolk Railway, Ontario..... | 54,400 00 | ..... | ..... | ..... | 54,400 00 |
| 7-8 Ed. VII, c. 63 | — | 138 | South Shore Railway (Quebec, Montreal and Southern), Quebec..... | ..... | ..... | ..... | ..... | ..... |
| 50-1 Vic., chap. 24 | 138,400 00 | 139 | St. Catharines and Niagara Central Railway, Ontario.. | 514,811 06 | ..... | 14,630 94 | ..... | 529,442 00 |
| 55-6 " " 5 | 108,000 00 | 140 | St. Clair Frontier Tunnel Co., Ontario..... | 38,400 00 | ..... | ..... | ..... | 38,400 00 |
| 57-8 " " 4 | 108,800 00 | 141 | St. John and Quebec Railway Co., New Brunswick.... | 375,000 00 | ..... | ..... | ..... | 375,000 00 |
| 52 Geo. V, chap. 48 | 375,000 00 | 142 | St. Lawrence and Adirondack Railway, Quebec..... | 598,319 70 | ..... | 285,916 81 | ..... | 884,236 51 |
| 53 Vic., chap. 2 | 57,600 00 | 143 | St. Louis and Richibucto Railway, New Brunswick.... | 149,481 60 | ..... | ..... | ..... | 149,481 60 |
| 55-6 " " 5 | 25,024 00 | 144 | St. Mary River Railway Co., Northwest Territories... | 22,400 00 | ..... | ..... | ..... | 22,400 00 |
| 60-61 " " 4 | — | 145 | St. Mary's and Western Ontario Railway Co., Ontario.. | 148,094 00 | ..... | ..... | ..... | 148,094 00 |
| 47 — | 22,400 00 | 146 | St. Maurice Valley Railway Co., Three Rivers to Grand Mère, Quebec..... | 67,709 00 | ..... | ..... | ..... | 67,709 00 |
| 7-8 Ed. VII, c. 63 | — | 146½ | St. Stephen and Milltown Railway, New Brunswick.. | 173,120 00 | ..... | ..... | ..... | 173,120 00 |
| 7-8 " " 63 | — | 147 | Temiskaming and Northern Ontario Railway Co., Ontario..... | 14,848 00 | ..... | ..... | ..... | 14,848 00 |
| 56 Vic., chap. 2 | 240,000 00 | 148 | Temiscouata Railway, New Brunswick and Quebec.... | 2,134,080 00 | ..... | ..... | ..... | 2,134,080 00 |
| 3-4 Geo. V, chap. 53 | 258,000 00 | 149 | Thessalon and Northern Railway Co., Ontario..... | 645,950 00 | ..... | ..... | ..... | 645,950 00 |
| 45 Vic., chap. 14 | 100,000 00 | 150 | Thousand Islands Railway, Ontario..... | ..... | ..... | ..... | ..... | ..... |
| 48-9 " " 58 | 51,200 00 | 151 | Tilsonburg, Lake Erie and Pacific Railway, Ontario... | 6,112 00 | ..... | ..... | ..... | 6,112 00 |
| 51 " " 3 | — | 152 | Tobique Valley Railway, New Brunswick..... | 29,840 00 | ..... | ..... | ..... | 29,840 00 |
| 53 " " 2 | — | 153 | Toronto, Grey and Bruce Railway, Ontario..... | ..... | ..... | ..... | ..... | ..... |
| 7-8 Ed. VII, c. 63 | 54,400 00 | 154 | United Counties Railway Co., Quebec (Quebec, Montreal and Southern)..... | 150,071 48 | ..... | ..... | ..... | 150,071 48 |
| 52 Vic., chap. 3 | — | 155 | Vancouver and Lulu Island Railway Co., British Columbia..... | ..... | ..... | ..... | ..... | ..... |
| 63-4 " " 8 | — | 156 | Waterloo Junction Railway, Ontario..... | 134,016 00 | ..... | ..... | ..... | 134,016 00 |
| 55-6 " " 5 | 89,600 00 | 157 | West Ontario Pacific Railway and Ontario and Quebec Railway..... | 14,656 00 | ..... | ..... | ..... | 14,656 00 |
| 57-8 " " 4 | 35,200 00 | 158 | York and Carleton Railway, New Brunswick..... | 188,816 00 | ..... | ..... | ..... | 188,816 00 |
| 60-61 " " 4 | 9,600 00 | | | 61,760 00 | ..... | ..... | ..... | 61,760 00 |
| 7-8 Ed. VII, c. 34 | 16,000 00 | | | 32,800 00 | ..... | ..... | ..... | 32,800 00 |
| 53 Vic., chap. 2 | 102,400 00 | | | 256,000 00 | ..... | ..... | ..... | 256,000 00 |
| 49 " " 10 | 102,400 00 | | | 32,896 00 | ..... | ..... | ..... | 32,896 00 |
| 53 " " 2 | — |  |  | ..... | ..... | ..... | ..... | ..... |
| 62-3 " " 7 | — |  |  | ..... | ..... | ..... | ..... | ..... |
| | | | Total..... | †74,157,831 59 | 959,583 88 | 720,404 75 | 218,805 32 | †76,056,625 54 |

†This amount does not include the subsidy of \$25,000,000 to the Canadian Pacific Railway, nor the amount of \$660,683.08 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of \$219,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of \$2,394,000 up to 1905, granted by Vic. 47, cap. 8 (1884) and the annual payment of \$107,730, being interest at the rate of 4½ per cent since and including 1905 on the said sum of \$2,394,000 for the line between Ottawa and Quebec which sum was transferred to the Public Debt as a liability and is dealt with by the Finance Department. See Public Accounts, 1898-1919 and page 79, 1898.

APPENDIX II

CANADIAN GOVERNMENT RAILWAYS

CANADIAN GOVERNMENT RAILWAYS.

INTERCOLONIAL RAILWAY.

CAPITAL ACCOUNT.

| | |
|---|------------------|
| The cost of the road and equipment, on March 31, 1918, was.. .. | \$126,117,165 39 |
| The additional expenditures during the year were.. .. | 10,537,031 24 |
| Making the total cost to March 31, 1919.. .. | \$136,654,196 63 |

The gross earnings and working expenses for the year compare as follows:—

| | |
|--|------------------|
| Gross earnings—I.C.R. rail account.. .. | \$ 25,896,376 95 |
| Water account.. .. | 538,966 83 |
| | \$ 26,435,343 78 |
| Working expenses, I.C.R. rail account.. .. | \$ 27,691,803 18 |
| Water account.. .. | 546,503 71 |
| | \$ 28,238,306 89 |
| N.B. and P.E.I. Ry. (Interest on purchase price).. | 2,604 22 |
| Vale railway (Rental).. .. | 1,200 00 |
| | 28,242,111 11 |
| Working expenses over gross earnings (deficiency) | \$ 1,806,767 33 |

REVENUE.

The gross earnings, including water line, compare as follows with those of the previous year:—

| | |
|--|------------------|
| 1917-18 (Water line \$246,994.17).. .. | \$ 18,758,186 41 |
| 1918-19 (" \$546,503.71).. .. | 26,435,343 78 |
| Increase.. .. | \$ 7,677,157 37 |

The earnings from passenger traffic (rail) compare as follows:—

| | |
|---------------|-----------------|
| 1917-18.. .. | \$ 5,581,215 06 |
| 1918-19.. .. | 6,956,516 45 |
| Increase.. .. | \$ 1,375,301 39 |

The earnings from freight traffic, including water line, compare as follows:—

| | |
|---|------------------|
| 1917-18 (Water line), \$246,994.17.. .. | \$ 12,650,720 19 |
| 1918-19.. .. | 18,137,174 72 |
| Increase.. .. | \$ 5,486,454 53 |

Miscellaneous earnings, including mails and express, compare as follows:—

| | |
|---------------|---------------|
| 1917-18.. .. | \$ 526,251 16 |
| 1918-19.. .. | 1,341,652 61 |
| Increase.. .. | \$ 815,401 45 |

10 GEORGE V, A. 1920

The rail earnings per mile of railway, compare as follows:—

| | | |
|--------------------|----|-----------|
| 1917-18.. | \$ | 11,840 04 |
| 1918-19.. | | 16,559 80 |
| Increase.. | \$ | 4,719 76 |

The earnings per train mile compare as follows:—

| | | |
|-------------------|----|------|
| 1917-18.. | \$ | 2 18 |
| 1918-19.. | | 3 07 |

The number of passengers carried compare as follows:—

| | |
|--------------------|--------------|
| 1917-18.. | 4,578,783 00 |
| 1918-19.. | 4,606,538 00 |
| Increase.. | 27,755 00 |

The weight of revenue-producing freight compares as follows:—

| | |
|--------------------|--------------|
| 1917-18.. | 7,837,310 00 |
| 1918-19.. | 9,097,677 00 |
| Increase.. | 1,260,367 00 |

A number of statements which give detailed information are appended to this report.

WORKING EXPENSES.

| | | |
|---|----|---------------|
| 1917-18 (Water line, \$246,994.17) | \$ | 21,090,298 09 |
| 1918-19 (" " \$546,503.71) | | 28,242,111 11 |
| Increase.. | \$ | 7,151,813 02 |

The averages, not including water line, compare with those of last year as follows:—

| | | |
|---|----|------|
| Per mile run by engine in 1917-18.. | \$ | 1 85 |
| " " " 1918-19.. | | 2 38 |
| " " train 1917-18.. | | 2 47 |
| " " " 1918-19.. | | 3 28 |

The working expenses per mile of railway were as follows:—

| | | |
|--------------------|----|-----------|
| 1917-18.. | \$ | 13,376 04 |
| 1918-19.. | | 17,710 34 |
| Increase.. | \$ | 4,334 30 |

The mileage of the railway for the year 1918-19 was 1563.81 miles (including Vale Railway 5.95 miles.)

During the year ended March 31, 1919, 716,318 ordinary ties were put in the track; 205.87 miles of track ballasted, and a total of 61.01 miles of ditching completed to provide better drainage for the roadbed; 10.25 miles of passing sidings, 14.27 miles of additional business sidings and 7.90 miles of private sidings were provided. Bridges, culverts, wharves, fences, and buildings were repaired, and 49.45 miles of standard woven-wire fence erected.

STORES.

| | | |
|--|----|---------------|
| The value of general stores the Canadian Government Railways carried over from the previous year was.. | \$ | 6,205,809 45 |
| The value of stores purchased and charges from other departments was.. | | 29,602,055 37 |
| Total of.. | \$ | 35,807,864 82 |
| The value of stores used and sold.. | | 24,310,215 69 |
| Balance of general stores on hand, March 31, 1919.. | \$ | 11,497,649 13 |

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PRINCE EDWARD ISLAND RAILWAY.

The length of railway in operation at the end of the year 1918-19 was 276.29 miles. The gauge is 3 feet 6 inches. On 21.1 miles of railway a multiple rail was laid for standard gauge, this mileage was however not in operation.

| | |
|---|------------------|
| The cost of road and equipment, March 31, 1918, was.. . . . | \$ 11,829,557 44 |
| The expenditure during year 1918-19, was.. . . . | 732,752 53 |
| Making a total cost on March 31, 1919, of.. . . . | \$ 12,562,309 97 |
| Gross earnings.. . . . | \$ 741,514 58 |
| Working expenses (including water line, \$4,751.26).. . . . | 1,596,049 91 |
| Deficiency.. . . . | \$ 854,535 33 |

The gross earnings compare with the previous year as follows:—

| | |
|------------------|---------------|
| 1917-18.. . . . | \$ 656,227 22 |
| 1918-19.. . . . | 741,514 58 |
| Increase.. . . . | \$ 85,287 36 |

The working expenses compare with the previous year as follows:—

| | |
|------------------|-----------------|
| 1917-18.. . . . | \$ 1,123,291 12 |
| 1918-19.. . . . | 1,596,049 91 |
| Increase.. . . . | \$ 472,758 79 |

The necessary work to maintain the railway in a state of efficiency, the renewing of the track and switch ties, and ballasting of several miles of track, has been carried out.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

| | |
|---|---------------|
| The cost of road and equipment, March 31, 1918, was.. . . . | \$ 391,454 27 |
| The expenditure during the year 1917-18, was.. . . . | 126,201 30 |
| Making a total cost on March 31, 1919, of.. . . . | \$ 517,655 57 |

An amount of \$2,604.22 was paid as interest on purchase price.
The mileage of the Railway in 1918-19 was 36.05 miles.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

| | |
|--|--------------|
| The expenditure on road and equipment, March 31, 1918, was.. . . . | \$ 13,031 96 |
| The expenditure during the year 1918-19, was.. . . . | 77,849 84 |
| Making a total cost on March 31, 1919, of.. . . . | \$ 90,881 80 |

Gross earnings and working expenses to March 31, 1919, compare as follows:—

| | |
|--|---------------|
| Gross earnings.. . . . | \$ 202,354 27 |
| Working expenses (including \$90,000 interest charges).. . . . | 549,310 26 |
| Deficiency.. . . . | \$ 346,955 99 |

The mileage of the railway was 110.34 miles.

10 GEORGE V, A. 1920

NATIONAL TRANSCONTINENTAL RAILWAY.

This line extends from Moncton to Winnipeg and is 2,006.75 miles in length, which includes the Grand Trunk Pacific Branch Line from Fort William to Superior Junction (191.90 miles.)

| | |
|--|------------------|
| The cost of the National Transcontinental Railway to March 31, 1918, was.. | \$164,488,236 85 |
| Expenditure during 1918-19.. | \$ 640,504 90 |
| Making total cost on March 31, 1919.. | \$165,128,741 75 |

The gross earnings compare with the previous year as follows:—

| | |
|--------------------|------------------|
| 1917-18.. | \$ 7,621,204 51 |
| 1918-19.. | \$ 10,412,407 56 |
| Increase.. | \$ 2,791,203 05 |

The working expenses compare with the previous year as follows:—

| | |
|--------------------|------------------|
| 1917-18.. | \$ 10,660,389 89 |
| 1918-19.. | 13,028,381 49 |
| Increase.. | \$ 2,367,991 60 |

The gross earnings and working expenses to March 31, 1919, compare as follows:—

| | |
|--|------------------|
| Gross earnings.. | \$ 10,412,407 56 |
| Working expenses (including \$600,000 rental Lake Superior branch).. | 13,028,381 49 |
| Deficiency.. | \$ 2,615,973 93 |

MONCTON AND BUCTOUCHE RAILWAY.

This railway which runs from Moncton to Buctouche was taken over by the Government, June 1, 1918. It is standard gauge, and the mileage is 29.93 miles.

| | |
|--|--------------|
| The expenditure on Capital account up to March 31, 1919, for betterments and to bring the road up to Canadian Government Railways standard was.. | \$ 37,829 81 |
| Gross earnings.. | \$ 32,610 20 |
| Working expenses.. | 68,432 48 |
| Deficiency.. | \$ 35,822 28 |

SALISBURY AND ALBERT RAILWAY.

This railway runs from Salisbury to Albert, and was taken over by the Government, July 1, 1918. It is of standard gauge and has a mileage of 44.77 miles.

| | |
|--|--------------|
| The expenditure up to March 31, 1919, on Capital account for betterments to bring the road up to Canadian Government Railways standard was.. | \$ 42,304 58 |
| Gross earnings.. | \$ 44,472 00 |
| Working expenses.. | 95,967 51 |
| Deficiency.. | \$ 51,495 51 |

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ELGIN AND HAVELOCK RAILWAY.

This railway, which runs from Petitecodiac to Havelock and from Peticodiac to Elgin, was taken over by the Government, June 1, 1918. It is of standard gauge and the mileage is 26.11 miles.

| | | |
|--|----|-----------|
| The expenditure on Capital account up to March 31, 1919, for betterments to bring the road up to Canadian Government Railways standard was.. . . . | \$ | 47,209 98 |
| Gross earnings.. . . . | \$ | 13,447 08 |
| Working expenses.. . . . | | 48,343 40 |
| Deficiency.. . . . | \$ | 34,896 32 |

ST. MARTINS RAILWAY.

This railway runs from Hampton to St. Martins and was taken over by the Government, June 1, 1918. It is of standard gauge and has a mileage of 28.73 miles.

| | | |
|--|----|-----------|
| The expenditure on Capital account up to March 31, 1919, for betterments to bring the road up to Canadian Government Railways standard was.. . . . | \$ | 34,566 47 |
| Gross earnings.. . . . | \$ | 16,694 06 |
| Working expenses.. . . . | | 45,930 81 |
| Deficiency.. . . . | \$ | 29,236 75 |

YORK AND CARLETON RAILWAY.

This railway runs from Cross Creek to Stanley and was taken over by the Government, June 1, 1918. It is of standard gauge and has a mileage of 6.25 miles.

| | | |
|--|----|-----------|
| The expenditure on Capital account up to March 31, 1919, for betterments to bring the road up to Canadian Government Railways standard was.. . . . | \$ | 7,250 60 |
| Gross earnings.. . . . | \$ | 6,954 35 |
| Working expenses.. . . . | | 22,409 05 |
| Deficiency.. . . . | \$ | 15,454 70 |

ST. JOHN AND QUEBEC RAILWAY.

The gross earnings and working expenses to March 31, 1919, compare as follows:—

| | | |
|--|----|------------|
| Gross earnings.. . . . | \$ | 107,927 81 |
| Working expenses.. . . . | | 192,690 05 |
| Deficiency... . . | \$ | 84,762 24 |
| In addition to above, the amount paid the St. John and Quebec Railway, covering 40 per cent of gross earnings and charged to Income Account (rental) was.. . . . | \$ | 46,174 85 |
| | \$ | 130,937 09 |
| There is still unpaid for, March 31, 1919, the 40 per cent earnings for period October 1, 1918, to March 31, 1919, amounting to.. . . | \$ | 31,505 18 |
| Total deficiency for the fiscal year.. . . . | \$ | 162,442 27 |

10 GEORGE V, A. 1920

CANADIAN GOVERNMENT RAILWAYS.

PURCHASE OF ROLLING STOCK.

STATEMENT showing miscellaneous Rolling Stock charged against \$50,000,000 Vote,
Fiscal Year ending March 31, 1919.

Freight Cars—

| | | |
|-----------------------|-----------------|-----------------|
| Locomotives.. . . . | | \$ 5,974,594 85 |
| 40 ton box.. . . . | \$ 3,149,922 50 | |
| 50 ton coal.. . . . | 1,272,504 38 | |
| 40 ton flat.. . . . | 593,137 50 | |
| Refrigerators.. . . . | 410,200 00 | |
| Tank.. . . . | 135,782 50 | |
| | | <hr/> |
| | | \$ 5,561,546 88 |

Passenger Cars—

| | | |
|------------------------|-----------------|-----------------|
| New.. . . . | \$ 1,082,733 95 | |
| Second-hand.. . . . | 108,981 66 | |
| | | <hr/> |
| | | \$ 1,191,715 61 |
| Work equipment.. . . . | | \$ 1,260,505 14 |

Miscellaneous—

| | | |
|--|-----------------|------------------|
| Draft arms, safety appliance, etc., applied to equipment on hand.. . . | \$ 145,000 00 | |
| | | <hr/> |
| Total.. . . . | | \$ 14,133,362 48 |
| Less 500 box cars sold to the Canadian Northern Railway.. . . . | \$ 1,364,981 25 | |
| Less adjustment of freight charges with Grand Trunk Railway.. . . . | 899 40 | |
| | | <hr/> |
| | | \$ 1,365,880 65 |
| | | <hr/> |
| Net total.. . . . | | \$ 12,767,481 83 |

MOVEMENT OF MILITIA.

From March 31, 1918, until the Armistice was signed in November of the same year, 52,575 troops were shipped overseas from Halifax, and this necessitated the running of 156 extra trains.

During the same period the number of troops returned from overseas was 110,919, of which 39,965 were handled on regular trains, and to carry the balance 208 extra trains were run.

From August, 1914, to March 31, 1919, the number of troops for overseas handled by the Canadian Government Railways, Intercolonial Division, was 691,262; 267,693 of these were handled on regular trains and to accommodate the balance 1,081 extra trains were run.

FATAL ACCIDENTS.

The number of fatal accidents on the Canadian Government Railways amounted to forty-two, of which eighteen were employees, three passengers and twenty-one others, the railways being exonerated in every case except one.

CANADIAN GOVERNMENT RAILWAYS.

STATEMENT of Averages, year ended March 31, 1919.

| | Inter-colonial Railway. | Prince Edward Island Railway. | Inter- national Railway. | National Trans- con- tin- ental Railway. | Moncton and Buctouche Rail- way. | Elgin and Have- lock Railway. | Hampton and St. Martins Railway. | York and Carle- ton Railway. | Salis- bury and Albert Railway. | Canadian Government Railways. | St John and Quebec Railway. |
|--|----------------------------|--|--------------------------------|---|--|---|--|--|---|-------------------------------------|---|
| Mileage of Railway..... | 1,563.81 | 276.29 | 110.34 | 2,006.75 | 29.93 | 26.11 | 28.73 | 6.25 | 44.77 | 4,092.98 | 120.35 |
| Total engine mileage..... | 11,655,013 | 532,545 | 190,099 | 4,255,142 | 21,246 | 14,057 | 20,104 | 12,683 | 35,103 | 16,735,992 | 95,005 |
| Total train mileage..... | 8,447,481 | 372,108 | 167,735 | 3,472,573 | 16,614 | 11,148 | 15,395 | 6,360 | 28,735 | 12,538,149 | 79,496 |
| Total car mileage..... | 139,357,270 | 2,403,607 | 1,358,286 | 87,567,978 | 84,056 | 33,347 | 41,982 | 14,047 | 167,392 | 231,027,965 | 578,590 |
| Earnings— | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Transportation—Rail..... | 25,651,929 73 | 720,776 34 | 202,354 27 | 10,412,407 56 | 32,610 20 | 13,447 08 | 16,694 06 | 6,954 35 | 44,472 00 | 37,101,645 59 | 107,927 81 |
| “ Water..... | 538,966 83 | 20,738 24 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 538,966 83 | ..... |
| Incidentals..... | 244,447 22 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 265,185 46 | ..... |
| Total..... | 26,435,343 78 | 741,514 58 | 202,354 27 | 10,412,407 56 | 32,610 20 | 13,447 08 | 16,694 06 | 6,954 35 | 44,472 00 | 37,905,797 88 | 107,927 81 |
| Operating expenses— | | | | | | | | | | | |
| Rail..... | 27,695,607 40 | 1,591,298 65 | 549,310 26 | 13,028,381 49 | 68,432 48 | 48,343 40 | 45,930 81 | 22,409 05 | 95,967 51 | 43,145,681 05 | 192,690 05 |
| Water..... | 546,503 71 | 4,751 26 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 551,254 97 | ..... |
| Total..... | 28,242,111 11 | 1,596,049 91 | 549,310 26 | 13,028,381 49 | 68,432 48 | 48,343 40 | 45,930 81 | 22,409 05 | 95,967 51 | 43,696,936 02 | 192,690 05 |
| Ratio of Earnings to Gross Earnings— | p.c. | p.c. | p.c. | p.c. | p.c. | p.c. | p.c. | p.c. | p.c. | p.c. | p.c. |
| Earnings from transportation—Rail..... | 97.04 | 97.20 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 97.88 | 100.00 |
| “ “ Water..... | 2.04 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1.42 | ..... |
| “ Incidentals..... | 0.92 | 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 0.70 | ..... |
| Earnings per mile of railway..... | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| “ engine mile..... | 16,559 80 | 2,683 83 | 1,833 92 | 5,188 69 | 1,089 55 | 515 02 | 581 07 | 1,112 70 | 993 34 | 9,129 49 | 896 78 |
| “ train mile..... | 2 22 | 1 39 | 1 06 | 2 45 | 1 53 | 0 96 | 0 83 | 0 55 | 1 27 | 2 23 | 1 13 |
| “ car mile..... | 3 07 | 1 99 | 1 21 | 3 00 | 1 96 | 1 21 | 1 08 | 1 09 | 1 55 | 2 98 | 1 36 |
| “ “ “..... | 18 58 | 30 85 | 14 90 | 11 89 | 38 80 | 40 32 | 39 76 | 49 51 | 26 53 | 16 17 | 18 65 |
| Ratio of expenses to gross earnings..... | p.c. | p.c. | p.c. | p.c. | p.c. | p.c. | p.c. | p.c. | p.c. | p.c. | p.c. |
| Expenses per train mile..... | 106.95 | 214.60 | 271.46 | 125.12 | 209.85 | 359.51 | 275.13 | 322.23 | 215.79 | 115.47 | 178.54 |
| Expenses per mile of railway..... | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. | cts. |
| Repairs to locomotives..... | 327 86 | 486 48 | 327 49 | 375 18 | 411 90 | 433 65 | 298 35 | 352 34 | 333 97 | 344 11 | 242 39 |
| “ freight cars..... | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| “ passenger cars..... | 17,710 34 | 5,759 52 | 4,978 34 | 6,492 28 | 2,286 42 | 1,851 53 | 1,598 71 | 3,585 45 | 2,143 57 | 10,541 39 | 1,601 08 |
| Cost of repairs per locomotive..... | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| “ freight cars..... | 1,964,514 39 | 75,352 33 | 31,902 41 | 1,001,400 85 | 2,157 25 | 579 40 | 468 96 | 612 49 | 1,935 69 | 3,078,923 77 | 7,588 28 |
| “ passenger cars..... | 1,470,972 28 | 19,496 87 | 15,611 33 | 976,464 71 | 670 41 | 265 45 | 329 87 | 254 70 | 1,745 48 | 2,485,811 10 | 709 99 |
| “ “ “..... | 793,545 41 | 28,435 23 | 8,470 71 | 303,381 37 | 1,121 09 | 370 86 | 519 59 | 185 29 | 1,373 39 | 1,137,402 94 | 177 27 |
| “ “ “..... | 4,600 74 | 2,790 83 | 3,544 71 | 4,908 83 | 1,078 62 | 579 40 | 468 96 | 612 49 | 967 84 | 4,568 14 | 1,264 71 |
| “ “ “..... | 99 77 | 20 18 | 33 94 | 95 30 | 37 24 | 26 54 | 27 49 | 36 39 | 26 45 | 94 85 | 4 28 |
| “ “ “..... | 1,354 17 | 661 28 | 1,694 14 | 3,033 81 | 373 70 | 185 43 | 259 79 | 92 64 | 457 80 | 1,524 67 | 29 54 |

SUMMARY of the Passenger and Freight Traffic of the Canadian Government Railways and St. John and Quebec Railway,
Year ended March 31, 1919.

| | Inter-colonial Railway. | Prince Edward Island Rail- way. | Inter- national Railway of New Brunswick. | National Trans- continental Rail- way. | Moncton and Buctouche Rail- way. | Salis- bury and Albert Railway. | Elgin and Have- lock Railway. | St. Martins Railway. | York and Carleton Rail- way. | Canadian Government Railways. | St. John and Quebec Railway. |
|---------------------------------|----------------------------|---|---|--|--|---|---|----------------------------|--|-------------------------------------|--|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Passenger traffic..... | 6,956,516 45 | 213,744 91 | 40,715 74 | 1,611,718 90 | 13,453 01 | 6,452 11 | 2,834 65 | 3,720 73 | 1,753 07 | 8,850,909 57 | 32,270 14 |
| Freight traffic..... | 17,598,207 89 | 462,455 26 | 180,009 88 | 8,923,902 87 | 18,917 55 | 38,331 79 | 11,064 72 | 12,860 85 | 5,802 60 | 27,251,553 41 | 101,987 94 |
| Mails, express, etc..... | 1,341,652 61 | 65,314 41 | 4,041 05 | 6,326 01 | 1,220 64 | 2,439 10 | 310 91 | 854 68 | 74 88 | 1,422,234 29 | 1,534 81 |
| Total..... | 25,896,376 95 | 741,514 58 | 224,766 67 | 10,541,947 78 | 33,591 20 | 47,223 00 | 14,210 28 | 17,436 26 | 7,630 55 | 37,524,697 27 | 135,792 89 |
| Ocean Service..... | 538,966 83 | | | | | | | | | 538,966 83 | |
| Total..... | 26,435,343 78 | 741,514 58 | 224,766 67 | 10,541,947 78 | 33,591 20 | 47,223 00 | 14,210 28 | 17,436 26 | 7,630 55 | 38,063,664 10 | 135,792 89 |
| Less hire of equipment..... | | | 22,412 40 | 129,540 22 | 981 00 | 2,751 00 | 763 20 | 742 20 | 676 20 | 157,866 22 | 31,257 40 |
| Net revenue..... | 26,435,343 78 | 741,514 58 | 202,354 27 | 10,412,407 56 | 32,610 20 | 44,472 00 | 13,447 08 | 16,694 06 | 6,954 35 | 37,905,797 88 | 104,535 49 |
| Passenger Statement. | | | | | | | | | | | |
| Local traffic— | | | | | | | | | | | |
| Number of passengers..... | 4,232,264 | 312,454 | 31,526 | 901,925 | 23,530 | 9,154 | 8,913 | 7,001 | 7,095 | 5,533,862 | 49,004 |
| Mileage..... | 165,354,552 | 7,677,233 | 1,188,860 | 26,370,868 | 528,564 | 211,099 | 95,376 | 126,380 | 40,717 | 201,593,650 | 1,109,603 |
| Through traffic— | | | | | | | | | | | |
| Number of passengers..... | 374,274 | 34,196 | 1,872 | 99,448 | 26 | 230 | 24 | 5 | 2 | 510,077 | 122 |
| Mileage..... | 124,406,148 | 1,882,127 | 88,628 | 48,300,881 | 824 | 7,098 | 305 | 150 | 12 | 174,686,173 | 8,103 |
| Total number of passengers..... | 4,606,538 | 346,650 | 33,398 | 1,001,373 | 23,556 | 9,384 | 8,937 | 7,006 | 7,097 | 6,043,939 | 49,126 |
| Total mileage..... | 289,760,701 | 9,559,360 | 1,277,488 | 74,671,749 | 529,388 | 218,197 | 95,681 | 126,530 | 40,729 | 376,279,823 | 1,117,706 |
| Freight Statement. | | | | | | | | | | | |
| Local traffic— | | | | | | | | | | | |
| Tons..... | 4,676,399 | 90,212 | 41,132 | 1,357,001 | 17,151 | 45,395 | 10,039 | 11,850 | 8,840 | 6,258,019 | 18,451 |
| Mileage..... | 876,524,254 | 3,577,438 | 1,587,768 | 399,344,065 | 333,887 | 1,350,120 | 117,619 | 176,043 | 53,021 | 1,283,064,215 | 511,454 |
| Through traffic— | | | | | | | | | | | |
| Tons..... | 4,421,278 | 138,730 | 160,826 | 3,001,518 | 346 | 3,982 | 1,506 | 113 | 488 | 7,728,787 | 83,080 |
| Mileage..... | 1,377,566,934 | 7,768,987 | 10,733,409 | 1,051,774,484 | 9,722 | 106,928 | 17,016 | 2,680 | 2,930 | 2,447,983,090 | 4,064,489 |
| Total tons..... | 9,097,677 | 228,942 | 201,958 | 4,358,519 | 17,497 | 49,377 | 11,545 | 11,963 | 9,328 | 13,986,806 | 101,531 |
| Total mileage..... | 2,254,091,188 | 11,346,425 | 12,321,177 | 1,451,118,549 | 343,609 | 1,457,048 | 131,635 | 178,723 | 55,951 | 3,731,047,305 | 4,575,943 |

NOTE.—Figures shown for M. & B. Ry., E. & H. Ry., St. Martins Ry., Y. & C. Ry., cover period June 1, 1918 to Mar. 31, 1919.
Figures shown for Salisbury and Albert Railway, cover period July 1, 1918 to Mar. 31, 1919.

SESSIONAL PAPER No. 20

REPORT OF C. B. BROWN, CHIEF ENGINEER.

CANADIAN GOVERNMENT RAILWAYS.

HALIFAX OCEAN TERMINALS.

Roadbed and Track.—The laying of 4.94 miles double track and terminals with 85-pound rails was completed.

Signals.—Ten automatic block-signals were installed.

Buildings.—A temporary station, baggage, mail, commissary and express building was provided. The work on this was completed in December, 1918, and on the 23rd of that month the first train started from this station.

A two-story concrete building for car cleaning, repair shop, commissary department store, etc., was provided.

A station was provided at Richmond.

The foundations for sheds Nos. 21 and 22 were put in.

Platforms.—Eight platforms for passenger purposes and one for handling of milk were provided.

Lighting plant, etc.—A 36 K.W. motor generator and transformers, switchboard, circuits, etc., were installed.

A vacuum plant was provided.

Water and Sewer System and Fire Protection.—The installation of water and sewer systems started in 1918 was completed. Fire hydrants were installed throughout the yards, buildings, quays, etc.

Grading of Streets.—Parts of Lower Water and Fawson streets were graded and surfaced with macadam, and concrete sidewalks and curbs built.

Quay Walls.—The construction of quay walls was completed.

Dredging.—The dredging in Basins 1 and 2 was nearly completed.

ROADBED AND TRACK.

MILEAGE.

| — | Main Line | Second Main Line. | Passing Sidings | Other Sidings and Spurs. | Total. |
|--------------------|--------------|-------------------------|--------------------|-----------------------------------|----------|
| Eastern Lines..... | 2,661.84 | 74.85 | 196.34 | 538.72 | 3,471.75 |
| Western Lines..... | 1,359.59 | 5.31 | 121.06 | 154.32 | 1,640.28 |
| Leased Lines..... | 191.90 | ..... | 20.63 | 42.12 | 254.65 |
| Total..... | 4,213.33 | 80.16 | 338.03 | 735.16 | 5,366.68 |

ROADBED AND TRACK MILEAGE.—Concluded.

| | Inter-colonial Railway. | Prince Edward Island Railway. | New Brunswick and Prince Edward Island Railway. | Inter- national Railway. | Moncton and Buctouche Railway. | Elgin and Havelock Railway. | Hampton and St. Martins Railway. | York and Carleton Railway. | Salisbury and Albert Railway. | National Trans- continental Railway. | Leased Lines. | St. John and Quebec Railway. | Total. |
|---------------------------------|----------------------------|--|--|--------------------------------|---|--------------------------------------|---|-------------------------------------|--|---|------------------|---------------------------------------|----------|
| Main Line.....Miles | 1,527.76 | 276.29 | 36.05 | 110.34 | 29.93 | 26.11 | 28.73 | 6.25 | 44.77 | 1,814.85 | 191.90 | 120.35 | 4,213.33 |
| 2nd Main Line..... | 74.85 | | | | | | | | | 5.31 | | | 80.16 |
| Passing Sidings.... | 138.97 | 8.06 | 1.80 | 2.60 | 0.67 | 0.25 | 0.11 | | 1.05 | 159.66 | 20.63 | 4.23 | 338.03 |
| Other sidings and spurs..... | 432.85 | 33.45 | 5.42 | 3.67 | 1.31 | 0.75 | 0.51 | 0.34 | 2.06 | 208.79 | 42.12 | 3.89 | 735.16 |

WEIGHT OF RAIL IN MAIN TRACK.

| Weight. | Inter-colonial Railway. | Prince Edward Island Railway. | New Brunswick and Prince Edward Island Railway. | Inter- national Railway. | Moncton and Buctouche Railway. | Elgin and Havelock Railway. | Hampton and St. Martins Railway. | York and Carleton Railway. | Salisbury and Albert Railway. | National Trans- continental Railway. | Leased Lines. | St. John and Quebec Railway. | Total. |
|-------------|----------------------------|--|--|--------------------------------|---|--------------------------------------|---|-------------------------------------|--|---|------------------|---------------------------------------|----------|
| 45-lb..... | | | | | | 5.00 | | | | | | | 5.00 |
| 50-lb..... | | 91.84 | | | | | | | | | | | 91.84 |
| 52-lb..... | | | | | | | | | | | | | |
| 56-lb..... | 19.79 | 159.45 | | 9.10 | 29.93 | 21.11 | 28.73 | 6.25 | 41.57 | | | | 315.93 |
| 58-lb..... | | | | | | | | | | | | | |
| 60-lb..... | | | | | | | | | | | | | |
| 67-lb..... | 222.81 | 1.60 | | 51.26 | | | | | 2.20 | 0.13 | | | 51.26 |
| 67½-lb..... | | 19.50 | | 48.38 | | | | | | | | | 275.12 |
| 70-lb..... | 16.00 | | | | | | | | | | | | 19.50 |
| 72-lb..... | | | | | | | | | 1.00 | | 4.34 | | 16.00 |
| 75-lb..... | | | | | | | | | | | 6.00 | | 5.34 |
| 80-lb..... | 805.10 | 3.90 | 36.05 | 0.98 | | | | | | 1,814.78 | 181.56 | 120.35 | 2,962.72 |
| 85-lb..... | 532.61 | | | 0.62 | | | | | | 5.25 | | | 538.48 |
| 100-lb..... | 6.30 | | | | | | | | | | | | 6.30 |
| Totals..... | 1,602.61 | 276.29 | 36.05 | 110.34 | 29.93 | 26.11 | 28.73 | 6.25 | 44.77 | 1,820.16 | 191.90 | 120.35 | 4,293.49 |

RAIL AND TIE RENEWALS, BALLASTING, NEW SIDINGS, DITCHING, ETC.

[illegible]

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WATER SERVICE.

Intercolonial Railway.—Three 40,000-gallon tanks were provided; 2 pumping systems installed; 1 stand pipe provided; 4 pumps provided; 2 artesian wells sunk; one 5,000-gallon tank erected; 10 car-watering hydrants installed; 9 domestic supplies provided for stations and other buildings; 1 system installed in engine-house.

Drainage was provided where required in connection with installation of water supplies.

Salisbury and Albert Railway.—At Turtle Creek a 10,000-gallon tank was erected.

National Transcontinental Railway.—At Sillery a temporary water supply was installed.

At Cape Rouge additional tank storage was provided.

At Bridge a temporary supply was installed.

Ten wells were drilled for station supplies between Chaudiere Junction and Pacific Junction.

Domestic supplies were provided at eleven stations.

At Mission a connection was made with the city of Fort William, 2,800 feet of pipe being laid.

On all railways repairs were made to keep the water services in good working order.

BUILDINGS.

Intercolonial Railway.—Twelve buildings extended; 10 new stations and shelters erected; 10 platforms constructed and extensions made; 30 miscellaneous buildings erected; 1 brick chimney built; 6 ash pits built.

Prince Edward Island Railway.—One shelter, one platform and one pump-house were constructed.

New Brunswick and Prince Edward Island Railway.—Six new shelters and two new tool houses were built.

International Railway.—One freight house was extended.

St. John and Quebec Railway.—Two loading platforms were extended.

Salisbury and Albert Railway.—One portable station and two tool houses were provided.

St. Martins Railway.—One portable station was provided.

National Transcontinental Railway.—One new station erected; 29 section houses erected; 1 ice house erected; 1 shelter erected; 1 freight shed erected; 2 toolhouses erected; 7 cattle pens erected; 5 double cottages erected; 1 tank erected; 1 engine-house erected; 2 pump houses erected; 9 platforms erected; 10 platforms extended; 12 gasoline storage sheds built; 1 air-driven coal hoist erected; 6 ash pits constructed.

Leased Lines.—Two section houses, and one small building were constructed.

On all railways the necessary additions, alterations, repairs and painting have been carried out.

TERMINAL IMPROVEMENTS.

Intercolonial Railway.—Steam lines for heating of trains were installed at Chaudiere Junction, Riviere du Loup and Deep Water Terminals, Halifax.

Moncton.—A 12-stall engine house was built and 17 stalls of existing engine house enlarged.

Two 100-foot ash pits were provided.

The superintendent's building was extended.

The passenger car repair shop and stores buildings were extended.

One 70-foot concrete engine pit was built and additional room provided for stores and offices.

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Sackville.—Extensive track rearrangements and improvements were made and additional yard tracks provided.

A restaurant was provided and a new building for mails, baggage and express erected, and new platform provided.

Springhill Junction.—A 200-ton mechanical coaling plant and ash pits with required tracks were provided.

Stellarton.—A 200-ton mechanical coaling plant, two ash pits and necessary tracks were provided.

Sydney.—A six-stall extension was made to engine house. Foundation for new scale provided.

Truro.—Ash pit, crane and tracks were provided.

Halifax.—Extension of freight house and offices was completed.

Richmond.—Extensive yard changes are in progress.

Dartmouth.—One two-stall engine house, one 70-foot turntable and one ash pit with tracks were provided, and a new yard is in course of construction.

Prince Edward Island Railway.—At Borden terminal yard was increased; a transfer coaling plant was provided; two-stall addition made to engine house.

New Brunswick and Prince Edward Island Railway.—At Cape Tormentine: Additions were made to yard accommodation; air hoist provided.

National Transcontinental Railway.—At Quebec: A gas compressor, two gas tanks and gas line were provided.

At Fitzpatrick, Parent, Doucet and O'Brien steam lines were run from engine house to stations.

Steam heat was installed enginemen's bunk houses at Cochrane, Armstrong and Transcona.

Some additional machinery was installed in shops at Grant, Parent and Fitzpatrick.

Edmundston.—Oil storage system installed at all terminal points and necessary repairs to wharves, track, buildings, etc., were made.

DAMAGE BY FLOODS AND HIGH TIDES.

Through freshets and high tides considerable damage was done to roadbed on following subdivisions: Levis, Dartmouth, Halifax, Souris, Murray Harbour, Champlain Market Branch, and approach to ferry landing at Cape Tormentine.

The necessary repairs were made in all cases.

SURVEYS AND TRACK CENTERING.

On Intercolonial, Prince Edward Island, International, York and Carleton and National Transcontinental Railways, 67.7 miles of track were recentered; 99.18 miles of track surveyed and nineteen station yards surveyed and plans made.

Complete surveys of lines and station yards were made of following branch lines: Moncton and Buctouche, Salisbury and Albert, Elgin and Havelock, and St. Martins.

In addition, surveys and plans were made for leasing of land, deeds, etc.

DAMAGE BY FIRE.

On the Intercolonial Railway fire burned four buildings and one tank and damaged five other buildings.
On the National Transcontinental Railway three buildings were burned and one building damaged.

BRIDGES AND CULVERTS.

Intercolonial Railway—

| | |
|--|-----|
| New steel placed on bridges and highway crossings.. . . . | 10 |
| Abutments rebuilt.. . . . | 6 |
| Sidewalks and railings erected on bridges.. . . . | 3 |
| Foot bridges constructed.. . . . | 1 |
| Steel bridges replaced with concrete, culverts, slabs and pipe.. . . | 50 |
| Culverts replaced with pipe.. . . . | 126 |
| Concrete pipe culverts constructed.. . . . | 2 |
| Wooden culverts constructed.. . . . | 1 |
| Culverts extended.. . . . | 13 |
| Culverts filled in.. . . . | 1 |

Prince Edward Island Railway.—Bridges replaced with concrete culverts, 2.

New Brunswick and Prince Edward Island Railway.—Bridge over Gaspereau river was completed; 29 culverts were replaced with concrete pipe.

International Railway.—Four arch culverts were constructed.

St. John and Quebec Railway.—One concrete culvert was constructed and one extended.

Moncton and Buctouche Railway.—Four trestles, 633 lineal feet, were reconstructed.

Salisbury and Albert Railway.—Seven trestles, 763 lineal feet, were reconstructed.

Elgin and Havelock Railway.—Three trestles, 1,179 lineal feet, were reconstructed.

Three wooden bridges were replaced with steel.

St. Martins Railway.—Eleven trestles, 840 lineal feet, were reconstructed.

National Transcontinental Railway.—Nine concrete culverts built; one concrete culvert extended; 26 viaduct pedestals renewed; two culverts renewed; one trestle replaced with concrete pipe.

LEASED LINES.

One wooden culvert replaced with concrete pipe.

Completed.—Three concrete culverts and fills, replacing 397 lineal feet trestles and 675 lineal feet pile bridges. One stream tunnel and fill replacing 823 feet trestle.

Under construction.—Three concrete culverts and fills replacing 732 lineal feet trestles—1,299 lineal feet pile bridges; 1 concrete culvert replacing corrugated pipe; 1 stream tunnel and fill replacing 720 lineal feet trestle; 2 concrete pile trestles replacing 175 lineal feet pile bridge; 1 concrete bridge replacing 165 lineal feet pile bridge.

All other bridges and culverts on all railways were repaired, strengthened or renewed, and painted where necessary.

TURNTABLES.

Eighty-five-foot turntables were installed at Sydney and Moncton, the turntables taken out being used elsewhere.

At Buctouche a 55-foot turntable was installed.

At Havelock a 55-foot turntable was installed.

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TRACK SCALES.

Intercolonial Railway.—Two 150-ton track scales were installed and the installation of two additional scales of same capacity is in progress.

STATION BEAUTIFICATION.

The work of station beautification was continued.

SIGNALS AND INTERLOCKING.

Between Chaudière and Lévis a pair of absolute electrical staff instruments were installed.

Between Newcastle and Derby Junction eight automatic signals were installed.

At Painsec Junction an automatic westbound signal was completed.

At Fairview a two-arm automatic signal was installed.

At Oxford Junction two home and two distant automatic signals were put in.

At street crossings four bells were installed.

Thirty-four yard limit boards were erected.

Prince Edward Island Railway.—To prevent congestion and cost of transferring freight from and to the mainland at Borden, it was decided to lay a third rail between Borden and Charlottetown and Emerald Junction and Summerside. At the end of the fiscal year 21.1 miles of track had been completed.

International Railway.—Work has started on a line diversion from Mile 7.4 on the International railway to connect with the Intercolonial railway at Moffat's Station, 4.91 miles west of Campbellton. The length of the diversion is 2.7 miles and when completed 7.4 miles of International railway from Campbellton will be abandoned. Sixty per cent of the work is done.

Electric Lighting.—Electric lighting systems were extended to 27 buildings, 12 platforms and two yards.

At Truro an electrical-driven air compressor was installed.

Halifax Restoration.—Track, piers and buildings damaged by explosion on December 6, 1917, shown in the last fiscal year as partially restored, were completed, and the Halifax Restoration organization disbanded.

SUNDRIES.

Intercolonial Railway.—Through Chaudière Junction yard main line was changed from south to north side of the yard.

Between Charney and Chaudière Junction 0.4 miles of double track was constructed.

On the National Transcontinental railway loading roads for five sidings (2,995 lineal feet) were made and fifteen highway and farm crossings opened. At Cochrane a roadway for railway dwellings was constructed.

A telephone train despatching system was installed between Edmundston and Diamond Junction.

Generally, the roadbed, buildings, bridges, culverts, wharves, tracks, machinery, rolling stock, etc., received necessary repairs to keep everything in good physical and efficient condition and service.

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REPORT OF THE AUDITOR.

STORES AND MECHANICAL ACCOUNTS.

Locomotives, purchased on Capital Account: 60 Mikado, 30 Pacific, total, 90; passenger cars, purchased on Capital Account, 14 sleeping, 7 dining, total, 21; freight cars, purchased on Capital Account: 670 box, 99 refrigerator, 251 platform, 25 oil tank, 401 gondolas, 270 Hart convertible, total 1,716; work equipment, purchased on Capital Account, 8 steam cranes, 5 ditchers, 15 all steel ploughs, 1 double-end plough (2nd hand), 1 steam crane (2nd hand), 5 ballast spreaders (2nd hand), 1 centre ballast plough (2nd hand), 1 steam shovel (2nd hand), 36 air dump cars (2nd hand).

GENERAL STATEMENT OF WORK DONE IN THE CANADIAN GOVERNMENT RAILWAYS SHOPS
FOR YEAR ENDED MARCH 31, 1919.

Locomotive Department.—16 locomotives were rebuilt; 589 locomotives received repairs; 22 locomotives converted to superheat; 26 locomotives equipped with latest type electric headlights.

Car Department.—16 flangers built; 1 flanger rebuilt; 2 snowploughs built; 2 snowploughs rebuilt; 146 Hart cars changed from centre dump to side dump; 100 box cars converted to narrow gauge; 50 platform cars converted to narrow gauge; 243 box and platform cars converted to pulpwood cars; 3 gas transports fitted up; 15 passenger cars equipped with safety appliances; 156 freight cars equipped with safety appliance; 5 parlour cars converted to baggage cars; 5 coaches converted to hospital cars; 10 parlour cars converted to express refrigerators; 1 business car remodelled; 3 coaches converted to parlour and cafe cars; 1 coach converted to postal car; 11 coaches converted to postal and express cars; 100 Hart cars were built; 71 vans were built; 5 baggage cars were built; 1 ballast spreader was built; 1 road repair car was built.

Other cars of all descriptions were also brought into proper condition for traffic.

All shop machinery and tools received needed repairs and were kept in good working condition.

SESSIONAL PAPER No. 20

CANADIAN GOVERNMENT RAILWAYS—EASTERN AND WESTERN LINES.

STATEMENT showing number of Locomotives, and the various classes of other rolling stock on the line, March 31, 1918, and March 31, 1919.

| | Passenger Cars. | | | | | | | | | | | Freight Cars. | | | | | | | | | | | | | | | | | | | | |
|--|-----------------|-----------|---------|---------|-----------|----------------------|----------------------|---------|----------|-----------|--------------|---------------|-----------------------|--------------|-----------------------|--------|---------------|-----------|-----------|-------------|----------|-----------|--------------|-----------------------|--------|-------------------|------------|-----------|------------------|----------|---------------------|--------|
| | Locomotives. | Sleeping. | Parlor. | Dining. | Colonist. | 1st Class Passenger. | 2nd Class Passenger. | Postal. | Baggage. | Hospital. | Vision Test. | Box Baggage. | Air Brake Inspection. | Steam Motor. | Total Passenger Cars. | Box. | Refrigerator. | Platform. | Oil Tank. | Pitch Tank. | Hoppers. | Gondolas. | 20-ton Coal. | Hart-Otis Steel Dump. | Stock. | Hart Convertible. | Pulp Wood. | Pit Cars. | Eastman Heaters. | Caboose. | Total Freight Cars. | |
| On hand serviceable and repairing, March 31, 1918..... | 659 | 100 | 23 | 31 | 73 | 178 | 110 | 43 | 100 | 10 | 1 | 26 | 1 | 1 | 697 | 15,894 | 303 | 3,546 | 56 | 56 | 753 | 674 | 374 | 528 | 1,261 | 733 | 542 | 4 | 353 | 25,021 | | |
| To be replaced..... | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total equipment, March 31, 1918..... | 677 | 100 | 23 | 31 | 73 | 178 | 110 | 43 | 100 | 10 | 1 | 26 | 1 | 1 | 697 | 15,894 | 303 | 3,546 | 56 | 56 | 753 | 674 | 374 | 528 | 1,261 | 733 | 542 | 4 | 353 | 25,021 | | |
| Purchased and built during year on Capital—New..... | 90 | 14 | | 7 | | | | | | | | | | | 21 | 670 | 99 | 250 | 25 | | | 401 | | | 270 | | | | | | 1,715 | |
| Purchased and built during year on Capital—2nd hand..... | | | 10 | | | | | | | | | | | | 10 | | | | | | 20 | | | | 1 | | | | | | 21 | |
| Converted and rebuilt on equipment Renewal, Box to pulpwood 269, flat to Truck 3, Sleeper to Baggage 3..... | | | | | | | | | 3 | | | | | | 3 | | | | | | | | | | | 269 | | | | | | 269 |
| Converted and rebuilt on Capital—Box to Caboose 61, to Boarding, 41, to Eastman Heater 64, to Seale Car 1, to Flanger 14, to Auxiliary 7, Flat to Gas Transport 11, to Pulp 1, to Cinder 3, to Ballast Trimmer 1, to Flanger 4, Pulp to Box 1, Box to Flat 1, Sleeper to Express Refrigerator 3, to Hospital 8, to Dining 1..... | | 15 | | | | | | | | | | | | | 15 | 458 | | 8 | | | | | | | | 1 | | | | | | *467 |
| Total equipment March 31, 1919*..... | 767 | 99 | 33 | 39 | 73 | 178 | 110 | 43 | 103 | 18 | 1 | 26 | 1 | 1 | 725 | 16,107 | 405 | 3,789 | 82 | 82 | 20 | 753 | 1,075 | 374 | 528 | 1,261 | 1,004 | 812 | 4 | 64 | 414 | 26,692 |
| To be replaced March 31, 1918, as above..... | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Condemned year ending March 31, 1919..... | 36 | | | | 1 | 2 | 1 | 2 | 2 | | | 1 | | | | 120 | 3 | 209 | | | | 21 | 50 | 18 | 1 | 8 | 16 | 7 | | | 12 | 465 |
| Total condemned and destroyed to March 31, 1919..... | 54 | | | | 1 | 2 | 1 | 2 | 2 | | | 1 | | | 9 | 120 | 3 | 209 | | | | 21 | 50 | 18 | 1 | 8 | 16 | 7 | | | 12 | 465 |
| Replaced and converted on Equipment Renewal..... | 54 | | | | 1 | 2 | 1 | | | | | | | | 4 | 90 | | 98 | | | | | 50 | | 8 | 16 | 7 | | | | | 269 |
| Total to be replaced March 31, 1919..... | | | | | | | | 2 | 2 | | | 1 | | | 5 | 30 | 3 | 101 | | | | 21 | | 18 | 1 | | | | | | 12 | 186 |
| Add serviceable and repairing..... | 767 | 99 | 33 | 39 | 73 | 178 | 110 | 43 | 103 | 18 | 1 | 25 | 1 | 1 | 720 | 16,077 | 402 | 3,678 | 82 | 82 | 20 | 732 | 1,075 | 356 | 527 | 1,261 | 1,004 | 812 | 4 | 64 | 402 | 26,692 |
| Total equipment March 31, 1919..... | 767 | 99 | 33 | 39 | 73 | 178 | 110 | 43 | 103 | 18 | 1 | 26 | 1 | 1 | 725 | 16,107 | 405 | 3,789 | 82 | 82 | 20 | 753 | 1,075 | 374 | 528 | 1,261 | 1,004 | 812 | 4 | 64 | 414 | 26,878 |

*Figures in italics are deductions-

CANADIAN GOVERNMENT RAILWAYS—EASTERN AND WESTERN LINES—Concluded.

STATEMENT showing number of Locomotives, and the various classes of other rolling stock on the line, March 31, 1918, and March 31, 1919.—Con.

| | Work Cars. | | | | | | | | | | | | | | | | | | | | | | | | | | Total Work Cars. | | | | | | | | |
|--|-----------------|---------------|-------------|-------------------|-----------------|-------------------|-------------------------|-----------------------|-----------|---------------|----------------------------|------------------|-----------------------|---------------------|-------------------------|-------------------------|------------------|---------------------|----------------------|-----------|----------------|----------------|----------------|-------------------------|---------------|------------------------|------------------|-----------------|----------------|-----------------|----------------|-------------------|---------------|--------------|-----|
| | Auxiliary Cars. | Store Supply. | Pintch Gas. | Snow Plow—Common. | Snow Plow—Wing. | Snow Plow—Rotary. | Snow Plow—Double Track. | Snow Plow—Double End. | Flangers. | Steam Cranes. | Ballast Spreader (Rodger). | Ballast Trimmer. | Centre Ballast Plows. | Side Ballast Plows. | Ballast Plow Unloaders. | Ballast Spreaders—Wing. | Concrete Mixers. | Sand Blast Machine. | Well Boring Machine. | Ditchers. | Steam Derrick. | Hand Derricks. | Steam Shovels. | Rail Sawing and Boring. | Pile Drivers. | Survey and Inspection. | Scale Car. | Rail Unloaders. | Wrecking Cars. | Steel Air Dump. | Boarding Cars. | Steel Snow Plows. | Track Layers. | Cinder Cars. | |
| On hand Serviceable and Repairing, March 31, 1918. To be replaced March 31, 1918. | 23 | 4 | 2 | 53 | 28 | 2 | 3 | 1 | 60 | 23 | 8 | 1 | 14 | 5 | 12 | 1 | 5 | 1 | 1 | 1 | 1 | 7 | 13 | 1 | 2 | 27 | .. | 5 | 71 | .. | 134 | 20 | 1 | 49 | 579 |
| Total Equipment, March 31, 1918. | 23 | 4 | 2 | 53 | 28 | 2 | 3 | 1 | 60 | 23 | 8 | 1 | 14 | 5 | 12 | 1 | 5 | 1 | 1 | 1 | 1 | 7 | 13 | 1 | 2 | 27 | .. | 5 | 71 | .. | 134 | 20 | 1 | 49 | 579 |
| Purchased and built during year on Capital—New | .. | .. | .. | .. | .. | .. | .. | 2 | .. | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 15 | .. | .. | .. | 30 |
| 2nd hand. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | 1 | 5 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 36 | .. | .. | .. | 45 |
| Converted and Rebuilt on Equipment Renewal— | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | |
| Box to Pulpwood 269, Flat to Truck 3, Sleeper to Baggage 3. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 41 | |
| Converted and Rebuilt on Capital—Box to Caboose 61, to Boarding 41, to Eastman Heater | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 26 | |
| 64, to Scale Car 1, to Flanger 14, to Auxiliary 7, Flat to Gas Transport 11, to Pulp 1, to | 7 | .. | .. | .. | .. | .. | .. | .. | 14 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | |
| Cinder 3, to Ballast Trimmer 1, to Flanger 4, Pulp to Box 1, Box to Flat 1, Sleeper to Ex- | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| press Refrigerator 3, to Hospital 8, to Dining 1. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Total Equipment, March 31, 1919. | 33 | 4 | 2 | 53 | 28 | 2 | 3 | 4 | 78 | 32 | 13 | 2 | 15 | 5 | 12 | 1 | 5 | 1 | 1 | 6 | 1 | 7 | 14 | 1 | 2 | 27 | 1 | 5 | 71 | 36 | 175 | 35 | 1 | 52 | 728 |
| To be replaced, March 31, 1918, as above. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Condemned year ending March 31, 1919. | 1 | .. | 1 | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| Total Condemned and Destroyed to March 31, 1919. | 1 | .. | 1 | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Replaced and Converted on Equipment Renewal. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total to be replaced March 31, 1919. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Add. Serviceable and Repairing. | 33 | 4 | 2 | 52 | 28 | 2 | 3 | 4 | 77 | 32 | 13 | 2 | 15 | 5 | 12 | 1 | 5 | 1 | 1 | 6 | 1 | 7 | 14 | 1 | 2 | 27 | 1 | 5 | 71 | 36 | 175 | 35 | 1 | 52 | 726 |
| Total Equipment March 31, 1919. | 33 | 4 | 2 | 53 | 28 | 2 | 3 | 4 | 78 | 32 | 13 | 2 | 15 | 5 | 12 | 1 | 5 | 1 | 1 | 6 | 1 | 7 | 14 | 1 | 2 | 27 | 1 | 5 | 71 | 36 | 175 | 35 | 1 | 52 | 728 |

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT showing the number of Locomotives and the various Classes of other Rolling Stock on the line, on March 31, 1918, and March 31, 1919.

| | Passenger Cars. | | | | | | | Freight Cars. | | | | | | | Work Cars. | | | | | | | |
|--|-----------------------------|------------------------------|--|--------------------------|---------------------------------|---------------|-----------------------|---------------|--------------------|-------------|----------------|-------------------|------------|----------------|---------------|---------------------|------------|-------------|-----------|----------------|------------------|----|
| | First-class Passenger Cars. | Second-Class Passenger Cars. | Combination Second-class and Baggage Cars. | Postal and Smoking Cars. | Combination Postal and Baggage. | Baggage Cars. | Total Passenger Cars. | Box Cars. | Refrigerator Cars. | Stock Cars. | Oil Tank Cars. | Hart Convertible. | Coal Cars. | Platform Cars. | Caboose Cars. | Total Freight Cars. | Dump Cars. | Snow Plows. | Flangers. | Steam Shovels. | Total Work Cars. | |
| On hand, serviceable and repaired, March 31, 1918..... | 22 | 19 | 9 | 5 | 4 | 3 | 6 | 46 | 338 | 3 | 28 | 1 | 15 | 11 | 150 | 3 | 549 | | 9 | | | 9 |
| To be replaced, March 31, 1918..... | 9 | 5 | 4 | 2 | 1 | 2 | 14 | 5 | | | | | | 1 | 4 | 1 | 11 | | 2 | 8 | 1 | 11 |
| Total Equipment, March 31, 1918..... | 31 | 24 | 13 | 7 | 4 | 8 | 60 | 343 | 3 | 28 | 1 | 15 | 12 | 154 | 4 | 560 | ..... | 11 | 8 | 1 | 20 | |
| Purchased on Capital during year..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 15 | |
| Transferred from Intercolonial..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 52 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | |
| Total Equipment, March 31, 1919..... | 35 | 24 | 13 | 7 | 4 | 8 | 60 | 343 | 3 | 28 | 1 | 15 | 12 | 207 | 4 | 612 | 15 | 13 | 8 | 1 | 37 | |
| Condemned and destroyed during year..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Rebuilt during year—Nil. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| To be replaced, March 31, 1918..... | 9 | 5 | 4 | 2 | 1 | 2 | 15 | 5 | 1 | ..... | ..... | ..... | 1 | 4 | 1 | 12 | ..... | 2 | 8 | 1 | 11 | |
| Add. serviceable and repaired..... | 26 | 19 | 9 | 5 | 3 | 6 | 45 | 338 | 2 | 28 | 1 | ..... | 11 | 203 | 3 | 601 | 15 | 11 | ..... | ..... | 26 | |
| Total Equipment, March 31, 1919..... | 35 | 24 | 13 | 7 | 4 | 8 | 60 | 343 | 3 | 28 | 1 | 15 | 12 | 207 | 4 | 613 | 15 | 13 | 8 | 1 | 37 | |

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CANADIAN GOVERNMENT RAILWAYS EMPLOYEES' RELIEF AND INSURANCE ASSOCIATION.

Statement of Receipts and Expenditures:—

RECEIPTS.

| | | |
|--|--------------|---------------------|
| Credit balance on June 30, 1918.. | | \$ 69,469 66 |
| Receipts for year, June 30, 1918 to June 30, 1919. Amount of premium collected from Canadian Government Rail- ways pay-lists.. | \$190,346 51 | |
| Premiums collected from railway vouchers.. | 207 30 | |
| Cash premiums collected by railway.. | 23 96 | |
| Annual contribution from Canadian Government Railways. | 15,000 00 | |
| | | <u>205,577 77</u> |
| Cash from members not on duty, refunds, etc.. | \$1,331 72 | |
| Premiums from sick and accident vouchers (insurance asso- ciation vouchers).. | 2,681 87 | |
| Premium from retired members.. | 7,942 81 | |
| Annual fees.. | 870 00 | |
| Examination fees.. | 44 00 | |
| Interest on monthly balance.. | 2,793 89 | |
| Miscellaneous sources.. | 24 25 | |
| | | <u>15,688 54</u> |
| Total receipts for the year from all sources.. | | <u>\$290,735 97</u> |

EXPENDITURES.

| | | |
|--|-------------|---------------------|
| Sick and accident indemnity.. | \$68,948 03 | |
| Medical and surgical attendance | 35,435 25 | |
| | | <u>\$104,383 28</u> |
| Temporary employees' accident fund.. | 31,428 36 | |
| Death and total disability claims.. | 84,500 00 | |
| Examination fees.. | 28 00 | |
| | | <u>\$220,339 64</u> |
| <i>Operating expenses.</i> | | |
| From sick and accident fund.. | \$3,804 80 | |
| " temporary employees' accident fund.. . . | 7,038 04 | |
| " death and total disability fund..... | 5,094 25 | |
| | | <u>15,937 09</u> |
| | | <u>236,276 73</u> |
| Difference.. | | \$54,459 24 |
| Less estimated outstanding liabilities.. | | 12,050 00 |
| Estimated net surplus, June 30, 1919.. | | <u>\$42,409 24</u> |

SICKNESS AND ACCIDENT FUND.

The expenditures in this fund last year were \$74,292.78, and this year they are shown to be \$108,188.08. (Made up of \$104,383.28 + \$3,804.80 = \$108,188.08), an increase of \$33,895.30. A credit balance of \$30,375.45 is shown in this fund on June 30, 1919.

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TEMPORARY EMPLOYEES' ACCIDENT FUND.

The expenditures in this fund during the year are shown to have been \$38,466.40. Of this, \$7,038.04 was transferred to operating expenses.. . . .Net. \$31,428 36

DEATH AND TOTAL DISABILITY FUND.

This statement shows that two hundred and thirteen death and total disability claims were assessed and paid during the year.

| | |
|---|--------------------|
| One hundred and sixty-two death claims due to natural causes, aggregating.. . . . | \$65,500 00 |
| Seventeen death claims due to accidental injuries, aggregating. | 6,000 00 |
| Twenty-eight death claims due to war, aggregating.. . . . | 10,000 00 |
| | <u>\$81,500 00</u> |
| Six total disability claims, aggregating.. . . . | 3,000 00 |
| | <u>\$84,500 00</u> |
| Amount paid last year from this fund was.. . . . | <u>75,250 00</u> |

C. B. TRITES,
Secretary.

W. F. SEARS,
Auditor.

The Death and Total Disability, also the Temporary Employees' Accident Funds show 213 death claims during the year, the largest number of deaths in any one year during the history of the association.

MILITARY STATEMENT.

Number of employees entered military service from August 4, 1914, to June 30, 1919:—

| | |
|-----------------------|--------------|
| Eastern lines.. . . . | 1,797 |
| Western lines.. . . . | 452 |
| | <u>2,249</u> |

Of this number 161 have been reported killed in action, died of wounds, etc., 125 of whom were from eastern lines, and 36 from western lines.

C. B. TRITES,
Secretary.

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CANADIAN GOVERNMENT RAILWAYS.

STATEMENT showing the amount credited to the Canadian Government Railways Employees' Relief and Insurance Association, by the Canadian Government Railways, during the year ended June 30, 1919.

| | |
|---|-------------------|
| Amount of premiums collected from the Canadian Government Railways' pay lists.. | \$190,346 51 |
| Premiums collected from railways' vouchers.. | 207 30 |
| Annual contributions from the Canadian Government Railways. | 15,000 00 |
| Canadian Government Railways' cash premiums.. | 23 96 |
| Total.. | <u>205,577 77</u> |

S. L. SHANNON,
Comptroller and Treasurer, C. G. Rys.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS
EMPLOYEES' PROVIDENT FUND.

STATEMENT of Receipts and Expenditures during the year ended March 31, 1919.

| | |
|---|----------------------|
| Balance at the credit of the Fund on March 31, 1918.. . . . | \$ 340,798 91 |
| The contributions made by the employees during the year, being one and one-half per cent of their monthly salary and wages, were | \$ 264,255 62 |
| The contributions made by the Canadian Government Railways were.. | 100,000 00 |
| | <u>\$ 364,255 62</u> |
| Amounts received for refunds, etc.. | 611 45 |
| Interest accrued (at three per cent).. | 9,361 05 |
| | <u>\$ 715,027 03</u> |

The amount contributed by the employees is shown to exceed by \$164,255.62, the amount contributed by the railways.

By reference to section 4 of the Provident Fund Act, it will be noted that the maximum sum the railways are authorized to contribute to the fund in any one year must not exceed \$100,000.

The expenditures were:—

| | |
|--|----------------------|
| For retiring allowances.. | \$ 283,210 99 |
| For contributions refunded in cases of deceased employees.. | 14,807 07 |
| For contributions refunded which were deducted in error.. | 5,330 57 |
| For contributions refunded to discharged employees, etc.. | 1,164 22 |
| Medical examinations for probationers entering the service, etc.. | 3,452 00 |
| Medical examinations for employees retiring from service.. | 2 00 |
| For election expenses.. | 354 88 |
| For salaries and travelling expenses, Secretary's office, and proportion of salary Chief Medical Officer.. | 9,475 22 |
| For stationery, printing, postage, etc., etc.. | 2,110 05 |
| | <u>\$ 319,907 00</u> |
| Balance to the credit of the Fund on March 31, 1919.. | <u>\$ 395,120 03</u> |

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It will be noted by the above Statement of Receipts and Expenditures that the amount of the contributions received from the railways and from the employees during the year, were.. ..
And the expenditures were.. ..

\$ 364,255 62
319,907 00

Showing that during the year the receipts exceeded the expenditures by.. ..

\$ 44,348 62

The gross surplus, including interest, to the credit of the Fund on March 31, 1919, is..

\$ 395,120 03

F. P. BRADY,
Chairman.

C. B. TRITES,
Secretary,

REPORT OF THE COMPTROLLER AND TREASURER.
CANADIAN GOVERNMENT RAILWAYS.

CAPITAL ACCOUNT, YEAR ENDED MARCH 31, 1919.

| 1918. | Dr. <i>Intercolonial Railway.</i> | \$ | cts. | 1918. | Cr. By Dominion of Canada. | \$ | cts. |
|---------|--|-------------|------|---------|-------------------------------|-------------|------|
| Mar. 31 | To Cost of Intercolonial Railway to date..... | 10,572,207 | 45 | Mar. 31 | | 126,117,165 | 39 |
| | Construction and betterments..... | 16,015 | 19 | | | | |
| | Dartmouth and Deans Branch..... | | | | | | |
| | | 10,588,222 | 64 | | | | |
| | <i>Cr.</i> | | | | | | |
| | Sunny Brae Branch, 1915-16..... | 420 | 00 | | | | |
| | Surveys and inspections, 1915-16..... | 146 | 50 | | | | |
| | Land sold Imperial Oil Co..... | 37,982 | 57 | | | | |
| | Work equipment..... | 421 | 33 | | | | |
| | Moncton Shops..... | 10,621 | 00 | | | | |
| | Turntables..... | 1,600 | 00 | | | | |
| | | 51,191 | 40 | | | 10,537,031 | 24 |
| | <i>Prince Edward Island Railway.</i> | | | | | | |
| | To cost of Prince Edward Island Railway to March 31, 1918..... | 11,829,557 | 44 | | | | |
| | To provide Car Ferry—Construction of Terminals..... | 55,730 | 58 | | | | |
| | Construction and betterments..... | 677,021 | 95 | | | | |
| | | 732,752 | 53 | | | | |
| | <i>New Brunswick and Prince Edward Island Railway.</i> | | | | | | |
| | To Cost of New Brunswick and Prince Edward Island Railway to March 31, 1918..... | 391,454 | 27 | | | | |
| | Construction and betterments..... | 96,080 | 07 | | | | |
| | On account of purchase price..... | 30,121 | 23 | | | | |
| | | 126,201 | 30 | | | | |
| | <i>International Railway.</i> | | | | | | |
| | To Cost of International Railway to March 31, 1918. | 13,031 | 96 | | | | |
| | Construction and betterments..... | 77,849 | 84 | | | | |
| | | | | | | 517,655 | 57 |
| | <i>National Transcontinental Railway.</i> | | | | | | |
| | To Cost of National Transcontinental Railway to March 31, 1918..... | 164,488,236 | 85 | | | | |
| | Construction and betterments..... | 980,554 | 30 | | | | |
| | Pay claims for right-of-way, etc..... | 485,178 | 86 | | | | |
| | | | | | | 90,881 | 80 |
| | | 1,465,733 | 16 | | | | |

| Cr. | | | | | |
|--|-------------------|--|----------------|---------|----------------------------|
| Rails, etc..... | 15,428 35 | | | | |
| Land at Quebec..... | 149,799 91 | | | | |
| SS. Leonard..... | 660,000 00 | | | | |
| | <u>825,228 26</u> | | 640,504 90 | | |
| <i>Moncton and Buctouche Railway.</i> | | | | | |
| Betterments to bring up to Canadian Government | | | | | |
| Railways standard..... | | | | | |
| <i>Salisbury and Albert Railway.</i> | | | | | |
| Betterments to bring up to Canadian Government | | | | | |
| Railways standard..... | | | | | |
| <i>St. Martins Railway.</i> | | | | | |
| Betterments to bring up to Canadian Government | | | | | |
| Railways standard..... | | | | | |
| <i>Elgin and Havelock Railway.</i> | | | | | |
| Betterments to bring up to Canadian Government | | | | | |
| Railways standard..... | | | | | |
| <i>York and Carleton Railway.</i> | | | | | |
| Betterments to bring up to Canadian Government | | | | | |
| Railways standard..... | | | | | |
| <i>Canadian Government Railways.</i> | | | | | |
| Rolling stock to March 31, 1918..... | | | 24,392,985 80 | | |
| Expenditure on rolling stock..... | 14,133,362 48 | | | | |
| | <u>Cr.</u> | | | | |
| Rolling stock, 1917-18..... | 1,365,880 65 | | 12,767,481 83 | | |
| | | | | | |
| | | | | 1919. | |
| | | | 37,160,467 63 | Mar. 31 | By Dominion of Canada..... |
| | | | | | 25,050,983 08 |
| | | | 352,283,414 79 | | 352,283,414 79 |

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CANADIAN GOVERNMENT RAILWAYS.

REVENUE ACCOUNT, YEAR ENDED MARCH 31, 1919.

| Working Expenses. | \$ cts. | Earnings. | \$ cts. |
|--|---------------|--------------------------------------|---------------|
| Maintenance of way and structures..... | 10,177,188 59 | Freight earnings..... | 27,251,553 41 |
| Maintenance of equipment..... | 7,861,706 77 | Passenger earnings..... | 8,850,909 56 |
| Total..... | 18,038,895 36 | Ocean traffic..... | 538,966 83 |
| Traffic expenses..... | 514,046 59 | Mails and express earnings, etc..... | 1,422,234 29 |
| Transportation—Rail line..... | 22,571,545 39 | Total..... | 38,063,664 10 |
| Transportation—Water line..... | 549,870 76 | Less hire of equipment..... | 157,866 22 |
| Miscellaneous operations..... | 642,370 96 | Total..... | 37,905,797 88 |
| General expenses..... | 686,402 74 | | |
| Rental of leased lines— | | | |
| Vale railway..... | 1,200 00 | | |
| International Railway of | | | |
| New Brunswick..... | 90,000 00 | | |
| Transcontinental Railway..... | 600,000 00 | Balance..... | 5,791,138 14 |
| N. B. & P.E.I. Railway.. | 2,604 22 | | |
| | 693,804 22 | | |
| | 43,696,936 02 | | 43,696,936 02 |

CANADIAN GOVERNMENT RAILWAYS.

GENERAL BALANCE, YEAR ENDED MARCH 31, 1919.

| DEBIT. | \$ cts. | CREDIT. | \$ cts. |
|---------------------------------------|---------------|-----------------------------------|---------------|
| General stores..... | 11,497,649 13 | By Dominion of Canada..... | 19,858,587 35 |
| Cash..... | 0 02 | Equipment renewal accounts..... | 957,658 81 |
| Auditor's suspense..... | 143,893 38 | Canadian Government railways... | |
| Cash in transit..... | 44,359 52 | Employees Provident Fund..... | 395,120 03 |
| Freight in transit..... | 3,859 77 | Fire renewal account..... | 165,481 39 |
| Loss and damage freight suspense..... | 39,050 60 | Rail renewal account..... | 342,083 04 |
| Unclaimed freight..... | 4,868 13 | Apprentice fund account..... | 1,298 54 |
| Receiver General—Provident Fund.. | 2,581,519 83 | Expenditure for road and equip- | |
| Receiver General—Unclaimed wages. | 5,453 06 | ment suspense—Stores—Interna- | |
| Receiver General—Medical Fund..... | 54,003 31 | tional railway..... | 223,098 95 |
| Receiver General—Apprentice Fund.. | 2,779 54 | Expenditure for road and equip- | |
| Commissary stock..... | 107,258 64 | ment suspense—Overseas rails... | 899,761 80 |
| Commissary stock—Moncton restaur- | | | |
| ant..... | 592 10 | Capital suspense— | |
| Commissary stock—Newcastle res- | | Elgin and Havelock railway..... | 792 46 |
| taurant..... | 658 79 | St. Martin's railway..... | 1,736 96 |
| Commissary stock—St. John restaur- | | York and Carleton railway..... | 165 18 |
| ant..... | 1,570 97 | Moncton and Buctouche railway. | 5,713 40 |
| Commissary stock—Sackville rest- | | Salisbury and Albert railway..... | 2,609 90 |
| aurant..... | 2,232 21 | Individual and Companies ledger | |
| Commissary stock—(S.S.P.E. Island) | 514 20 | suspense..... | 7,879 44 |
| Rail loan account..... | 95,533 53 | | |
| Station agents..... | 893,961 51 | | |
| Victory Loan suspense, 1917..... | 933 78 | | |
| Second Victory Loan suspense..... | 96,421 92 | | |
| War Saving and Thrift Stamps..... | 35,142 88 | | |
| Insurance account—Suspense..... | 26,787 78 | | |
| Expenditure for road and equipment | | | |
| suspense— | | | |
| International railway..... | 2,666 67 | | |
| Improvements, Fredericton..... | 5,181 54 | | |
| St. John and Quebec railway..... | 8,464 54 | | |
| Vale railway..... | 31,994 26 | | |
| Branch Line Aid Suspense..... | 133,233 37 | | |
| Individuals and Companies ledger | 3,873,226 89 | | |
| Rents ledger..... | 5,534 10 | | |
| Traffic ledger..... | 2,676,509 66 | | |
| Car Service ledger | 56,257 00 | | |
| Advances..... | 229,874 62 | | |
| | 22,661,987 25 | | 22,661,987 25 |

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CANADIAN GOVERNMENT RAILWAYS.

GENERAL STORES ACCOUNT, YEAR ENDED MARCH 31, 1919.

| DEBIT. | \$ cts. | CREDIT. | \$ cts. |
|--|---------------|--|---------------|
| To Balance, March 31, 1918..... | 6,205,809 45 | By issues during year ended March 31, 1919 | 22,627,004 55 |
| Purchase during year ended March 31, 1919. | 23,283,454 12 | Sales of material, fuel, etc..... | 776,219 36 |
| Charges from other Departments..... | 5,942,215 37 | Sales old material.... | 906,991 78 |
| Labour..... | 200,086 02 | | 24,310,215 69 |
| Staff payrolls..... | 176,299 86 | Balance— | |
| | 29,602,055 37 | Ordinary stores including fuel..... | 8,456,847 69 |
| | | Roadway and bridge material..... | 3,040,801 44 |
| | | | 11,497,649 13 |
| | 35,807,864 82 | | 35,807,864 82 |

CANADIAN GOVERNMENT RAILWAYS.

STATEMENT OF CASH RECEIVED, YEAR ENDED MARCH 31, 1919.

| DEBIT. | \$ cts. | CREDIT. | \$ cts. |
|---|---------------|---|---------------|
| To balance on hand April 1st, 1918.... | 7,805 98 | By amount deposited to the credit of the Honourable Receiver, General of Canada during the year ended March 31st, 1919..... | 44,989,598 29 |
| Amounts received during the year and credited as follows— | | Leaving a balance on hand at March 31st, 1919, as follows..... | 102 |
| Station agents..... | 26,226,410 65 | | |
| Traffic ledger..... | 10,647,700 05 | | |
| Car service ledger..... | 486,994 85 | | |
| Individual and Companies ledger..... | 6,687,034 55 | | |
| Rents ledger..... | 57,733 87 | | |
| General ledger..... | 875,918 36 | | |
| | 44,981,792 33 | | |
| | 44,989,598 31 | | 44,989,598 31 |

CANADIAN GOVERNMENT RAILWAYS.

RAIL RENEWAL ACCOUNT.

| | |
|---|-----------------------|
| On April 1, 1918, there was a balance to the credit of the Rail Renewal Account of..... | \$ cts. 342,083 04 |
| During the year no charges have been made against this account..... | — |
| Leaving a credit balance to the credit of Rail Renewal Account at March 31, 1919, of..... | 342,083 04 |

CANADIAN GOVERNMENT RAILWAYS.

FIRE RENEWAL ACCOUNT.

| | |
|--|-----------------------|
| On April 1, 1919, there was a balance to the credit of the Fire Renewal Account of..... | \$ cts. 202,905 74 |
| There has been charged during the year, against the above amount..... | 37,424 35 |
| Leaving a credit balance to the credit of the Fire Renewal Account at March 31, 1919, of.. | 165,481 39 |

CANADIAN GOVERNMENT RAILWAYS.

EQUIPMENT RENEWAL ACCOUNT.

| | DR. \$ cts. | CR. \$ cts. |
|---|----------------|----------------|
| There was a credit balance at April 1, 1918, to the credit of Equipment Renewal Account of..... | | 998,364 17 |
| Cash received from sale of old rolling stock..... | | 107,139 36 |
| Refunded for freight charges..... | | 1,708 86 |
| | | 1,107,212 39 |
| There has been charged during the year against the above account for rolling stock purchased, repaired, etc.— | | |
| 9 second-hand Gondola cars..... | 3,210 00 | |
| 3 “ Wooden box cars..... | 1,455 00 | |
| 1 “ locomotive..... | 11,790 00 | |
| Repairs to 24 30-ton flat cars purchased..... | 1,337 69 | |
| Repairs to 14 Hart ballast cars purchased..... | 655 02 | |
| Alteration and repairs to 12 second-hand sleeping cars..... | 7,500 00 | |
| Alteration of second-hand parlour cars purchased..... | 1,738 56 | |
| Repairs to second-hand passenger equipment purchased..... | 2,499 78 | |
| Changing parlour and sleeping cars to baggage cars..... | 11,841 12 | |
| Springs for upper upper berths in hospital cars..... | 1,586 10 | |
| Changing car Jow-Kash to private car No. 42..... | 9,836 10 | |
| Applying electric lighting to No. 7 sleeping car..... | 11,027 94 | |
| Fitting up 250 box cars for pulp wood service..... | 47,488 05 | |
| Making under-frames and trucks of box cars into platform cars..... | 8,761 76 | |
| Changing centre dump to side dump cars..... | 24,049 36 | |
| Changing frames and trucks of five cars to platform cars..... | 3,755 04 | |
| Changing seven cars damaged in explosion to platform cars..... | 320 49 | |
| Moving locomotives from Kingston to Brockville..... | 687 57 | |
| Dismantling freight cars..... | 14 00 | |
| | | 149,553 58 |
| Leaving a credit balance to the credit of Equipment Renewal Account at March 31, 1919..... | | 957,658 81 |

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

RENTAL ACCOUNT, YEAR ENDED MARCH 31, 1919.

| 1919. | DR. | \$ cts. | 1919. | CR. | \$ cts. |
|---------|---|----------|---------|----------------------------|----------|
| Mar. 31 | To rental of New Brunswick and Prince Edward Island Railway from August 1, 1917, to Mar. 6, 1919..... | 2,604 22 | Mar. 31 | By Dominion of Canada..... | 2,604 22 |
| | | 2,604 22 | | | 2,604 22 |

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

RENTAL ACCOUNT, YEAR ENDED MARCH 31, 1919.

| 1919. | DR. | \$ cts. | 1919. | CR. | \$ cts. |
|---------|--|-----------|---------|----------------------------|-----------|
| Mar. 31 | To rental of International Railway of New Brunswick from Feb. 1, 1918, to Jan. 31, 1919..... | 90,000 00 | Mar. 31 | By Dominion of Canada..... | 90,000 00 |
| | | 90,000 00 | | | 90,000 00 |

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NATIONAL TRANSCONTINENTAL RAILWAY.

RENTAL ACCOUNT, YEAR ENDED MARCH 31, 1919.

| 1919. | DR. | \$ cts. | 1919. | CR. | \$ cts. |
|---------|---|------------|---------|----------------------------|------------|
| Mar. 31 | Amount paid to Grand Trunk Pacific Railway for rental of Lake Superior Branch from April 1, 1918, to Mar. 31, 1919 inclusive, at \$50,000 per month.... | 600,000 00 | Mar. 31 | By Dominion of Canada..... | 600,000 00 |
| | | 600,000 00 | | | 600,000 00 |

VALE RAILWAY.

RENTAL ACCOUNT, YEAR ENDED MARCH 31, 1919.

| 1919. | DR. | \$ cts. | 1919. | CR. | \$ ct. |
|---------|---|----------|---------|---------------------------|----------|
| Mar. 31 | To amount paid Acadia Coal Co. for one year's rental of the Vale Railway from May 1, 1917, to April 30, 1918..... | 1,200 00 | Mar. 31 | By Dominion of Canada.... | 1,200 00 |
| | | 1,200 00 | | | 1,200 00 |

SAINT JOHN AND QUEBEC RAILWAY.

REVENUE ACCOUNT, YEAR ENDED MARCH 31, 1919.

| Expenditure. | \$ cts. | Earnings. | \$ cts. |
|--------------------------------------|------------|-------------------------|------------|
| Maintenance of way and structures... | 80,555 26 | Passenger..... | 32,270 14 |
| Maintenance of Equipment | 8,787 92 | Freight..... | 101,987 94 |
| Traffic..... | 4,043 47 | Mails and express..... | 1,534 81 |
| Transportation—rail line..... | 95,572 19 | | 135,792 89 |
| General..... | 3,731 21 | Less—Miscellaneous..... | 27,865 08 |
| | 192,690 05 | | 107,927 85 |
| Rental..... | 46,174 85 | Balance..... | 130,937 09 |
| | 238,864 90 | | 238,864 90 |

10 GEORGE V, A. 1920

ST. JOHN AND QUEBEC RAILWAY.

GENERAL BALANCE, YEAR ENDED MARCH 31, 1919.

| DR. | \$ cts. | CR. | \$ cts. |
|-----------------------------------|----------|----------------------------|----------|
| To Stores department..... | 1,494 56 | By Dominion of Canada..... | 7,989 75 |
| Individuals and Companies ledger | 3,533 65 | | |
| Rents ledger..... | 222 90 | | |
| Traffic ledger..... | 188 91 | | |
| Auditor's Suspense..... | 990 55 | | |
| Station agents..... | 1,390 70 | | |
| Cash in transit..... | 42 28 | | |
| Freight in transit..... | 9 10 | | |
| Capital suspense—concrete culvert | 117 10 | | |
| | 7,989 75 | | 7,989 75 |

ST. JOHN AND QUEBEC RAILWAY.

STATEMENT OF CASH RECEIVED, YEAR ENDED MARCH 31, 1919.

| DR. | \$ cts. | CR. | \$ cts. |
|--------------------------------------|------------|---|------------|
| To Balance on hand April 1, 1918.... | Nil. | By amounts deposited to the credit of the Honourable Receiver General of Canada during the year ended Mar. 31, 1919..... | 153,997 96 |
| Station agents..... | 116,881 80 | | |
| Traffic ledger..... | 23,414 56 | | |
| Individual and companies ledger.. | 9,979 49 | | |
| Rents ledger..... | 744 60 | | |
| General ledger..... | 2,977 51 | | |
| | 153,997 96 | | 153,997 96 |

ST. JOHN AND QUEBEC RAILWAY.

GENERAL STORES ACCOUNT, YEAR ENDED MARCH 31, 1919.

| DR. | \$ cts. | CR. | \$ cts. |
|--|----------|---|----------|
| To balance Mar. 31, 1919..... | Nil. | By issues during year ended Mar. 31, 1919..... | 7,202 27 |
| Purchased during year ended Mar. 31, 1919...\$ 7,950 61 | | Balance, Mar. 31, 1919..... | 1,494 56 |
| Charges from other departments..... 746 22 | | | |
| | 8,696 83 | | 8,696 83 |

APPENDIX III.

REPORT OF W. A. BOWDEN, CHIEF ENGINEER OF THE DEPARTMENT.

CANALS.

The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of Lake Superior, comprises 74 miles of canal, with forty-eight locks and 1,155 miles of river and lake waters, or a total of 1,229 miles. The minimum depth of water on this route is 14 feet. From Montreal to Duluth, on the southwest end of Lake Superior, the total distance is 1,354 miles, and to Chicago 1,286 miles. Connection is made with the Canadian Pacific Railway from points west and south at Fort William and Port Arthur (6 miles apart). From Fort William, connection with the main transcontinental line of the Canadian Government Railways is made by the branch line originally constructed by the Grand Trunk Pacific Railway, but now leased to and operated by the Canadian Government Railways.

On this through route the approaches to the canals and the channels of the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation in the hands of competent pilots, both by day and night. The Lachine, Soulanges, Cornwall, Welland and Sault Ste. Marie canals are lighted throughout by electricity, and electrically operated. The Farran's Point canal is lighted by acetylene gas.

Of the minor systems, the Murray, Trent, Rideau and Ottawa River canals may be considered geographically as branches of the through east-and-west route. In operation, however, these canals serve a distinct traffic of more local nature. Isolated from the systems just mentioned, the navigation of the Richelieu river, from its junction with the St. Lawrence at Sorel to Lake Champlain, is effected by means of the St. Ours lock and the Chambly canal; while in the extreme east the St. Peter's canal provides communication between the Bras d'Or lakes of Cape Breton Island and the Atlantic Ocean.

A full statement of the various canals, and canalized waters, now in operation, with their mileage, limiting dimensions, etc., is given in an appendix to this report.

LACHINE CANAL.

Navigation was carried on throughout the entire season without serious interruption. Fires occurred at the carpenter shop, near Wellington basin, and at the Mill Street machine shop. The former was totally destroyed, and the latter badly gutted in the upper story; the carpenter shop has since been rebuilt. Very few repairs or improvements were carried out during the year. The following, only, need be mentioned. Forty-two cast iron mooring posts, set in concrete, were placed at different points along the canal, replacing the former wooden posts; lock walls and other masonry were repointed, and 50 feet of iron guard fence was erected along the wall between the bridge and weir at Côte St. Paul.

SOULANGES CANAL.

With the exception of a ten days' interruption to traffic, due to the development of a leak at Lock No. 4, no delays of a serious nature occurred during the entire season. Extensive repairs to Lock No. 4 have since been carried out. Other repairs of a minor nature were performed as usual.

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CORNWALL CANAL.

A delay to traffic of about 24 hours occurred towards the close of the navigation season, when the lower gates of Lock No. 15 were carried out by a collision. This was the first serious accident which had taken place for six years. A few lesser accidents occurred which caused no delay to traffic. Among the more important repairs carried out during the season, the following may be mentioned: The wooden floor of the Pitt Street wharf at Cornwall was reconstructed in concrete. At the repairing basin, where summer repairs to vessels are made, the bottom was concreted and a concrete rudder pit installed. Extensive repairs were made to the concrete tail race of the waste weir, and to the washout in the canal bank above the upper dam. At Lock No. 19, both lower gates were taken out, resteped and replaced. All the necessary minor repairs, both to floating plant and to machinery, locks, etc., were performed as usual.

FARRAN'S POINT CANAL.

No unusual construction was found necessary at this canal; the work performed consisted only in repairs to stone protection walls, and an overhauling of the acetylene pipe line.

RAPIDE PLAT CANAL.

A reinforced concrete culvert was constructed under the highway which crosses Stata's creek, in the village of Morrisburg, to supplement the existing culvert which was not large enough to accommodate the increased flow in spring freshets. The highway across this stream was raised and improved, and permanently fenced on both sides, a concrete sidewalk being also constructed along one side of it. The work of rebuilding the lower entrance pier at Lock No. 23 was commenced in August, 1918, and carried on well towards completion before the close of the navigation season. This pier, which is 25 feet wide and 500 feet long, was originally a wooden crib structure. This has been removed to low water line, and is being rebuilt with concrete outer walls, stone filled, and floored with concrete. The new pier will be equipped with cast iron mooring posts and reinforced concrete poles to carry electric light wires.

GALOPS CANAL.

The two large valves in the weir used for filling the 500-foot chamber in Lock 25 were removed at the close of the navigation season, rebuilt and reset in position. Repairs to the concrete walls of the Government ditch west of Iroquois were completed. A telegraph line, slightly over one mile in length, was constructed on the south bank of the canal connecting the G.N.W. lines in Cardinal with the collector's office.

MURRAY CANAL.

This canal, which is an open waterway 80 feet in width, with 12 feet depth at low water, across the isthmus of the Prince Edward County Peninsula, connecting the Bay of Quinté with Lake Ontario, is without locks. No special work was required in the maintenance of this canal during the past season.

WELLAND CANAL.

During the past season, this canal was open to navigation for eight months. Traffic returns show a slight increase over the previous year; 2,887 vessels passed through the canal in the season of 1918. This figure does not include vessels which did not make the through trip nor tugs or pleasure craft. Several accidents occurred which caused delays to traffic, though none of these delays were of a serious nature. Gates were struck and damaged by vessels in a number of instances, while both at Welland and Port Col-

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borne considerable delays were occasioned by the striking of the steel highway bridges over the canal. Various repairs and improvements were carried out during the year. On the new canal the work of replacing arc lamps by gas-filled tungsten lamps was completed. Protection gates were installed at the approach to the highway swing bridge at Queenstown street, St. Catharines, and swing bridges at Allanburgh and Humberstone were painted. Repairs of a minor nature were also attended to on the old canal.

Welland Canal Feeders.—At Dunnville, the long bridge over the dam, which was carried out by the freshet of March, 1918, was rebuilt, all the renewals being of a permanent nature.

Port Colborne Elevator.—The grain receipts for the year amounted to 13,822,371 bushels, a falling off of about 5,000,000 bushels from the year before. The earnings, however, show a considerable increase. No construction or extensive repair work was found necessary.

WELLAND SHIP CANAL CONSTRUCTION.

Shortly after the armistice in November, 1918, it was decided to resume construction work on the Welland Ship Canal which had been practically closed down owing to war conditions in 1917, and which had resulted in the contractors, for the various sections, being released from their contracts early in calendar year of 1918.

In January, 1919, contracts were entered into between the Department and the former contractors for the resumption of the work on sections Nos. 1, 2, 3 and 5 on a "cost plus" percentage basis.

During the period of the suspension of the work nearly all the rails, ties, locomotives, cars, steam hoists, locomotive cranes and equipment of machine, carpenter and blacksmith shops together with other equipment of all kinds, were sold and consequently the greater part of the period from the reletting of the work to the end of the fiscal year was taken up in the purchase and replacement of this plant and the work of restoration necessary to be done preliminary to active construction. Complete details in regard to the general scheme of the Welland Ship Canal, and the various works thus far carried out on it, will be found in previous reports.

SAULT STE. MARIE CANAL

This canal was in operation during the past season for a period of 236 days. The average freight traffic through the Canadian and American canals showed a decrease of 5 per cent from the year before. On the Canadian canal alone, this decrease in traffic amounted to 16 per cent; passenger traffic, however, showed a slight increase.

No accidents or delays to traffic of a serious nature occurred. The following, however, may be mentioned: During the season eleven vessels were grounded on various occasions on the bank immediately west of the upper north pier. This was caused by currents round the end of the pier, due to the draught of water into the power canal of the Great Lakes Power Company. No damage to vessels was suffered. In the year 1909, the floor of the lock was considerably damaged by the carrying away of the lock gates. This damage was patched up at the time, but towards the close of last season, the pressure on the culverts caused the patching to give way, as also a considerable portion of the partition wall between the two middle culverts. Permanent repairs to this break have since been made.

STE. ANNE LOCK.

This lock was in operation during the entire season. No special repair work was found necessary.

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CARILLON AND GRENVILLE CANALS.

The operation of these two canals was continued without interruption during the entire navigation season. The principal repair work carried out was the rebuilding of the waste weir above lock No. 4, on the Grenville canal.

RIDEAU CANAL.

Navigation proceeded uninterruptedly during the entire season, and ample depths of water were maintained without difficulty. Owing to the unusually mild winter and light snow fall, no trouble was experienced from spring freshets. Various repair and renewal works were carried out, among which the following may be specially noted: At the Ottawa lock station, both chamber walls of lock No. 4 were taken down and are now being rebuilt in concrete. At Hogsback lock station, the connecting bridge between the east and west bulkheads was rebuilt and other repairs carried out. A new pair of gates was placed at the upper end of Black Rapids lock, and repairs made to the layby piers and to the cribs at the waste weir, and on the east shore of the river. The old timber swing span at Manotick was taken down and replaced with a new one. At Kilmarnock lock, the old swing bridge was renewed, and the timber foundations rebuilt in concrete. A new lay-by pier 150 feet long was also constructed at this point. At Morton, the old timber dam, which had become very defective, was replaced by a concrete dam during the winter months. Extensive repairs were made to the masonry of the lower lock at Brewer's Upper Mills. At the lower mills, a new concrete centre pier was constructed for the swing bridge. The upper sill of the upper lock at Kingston Mills was renewed in concrete, and other lesser repairs attended to.

ST. OURS LOCK.

No interruption to navigation occurred at this lock, and repair work of a minor nature only was found necessary.

CHAMBLY CANAL.

The road on the west side of the canal at Isle Ste. Thérèse, which had got into very bad condition, was thoroughly re-metalled for a distance of nearly half a mile. Wooden mooring posts were replaced by concrete at a number of points; the banks of the canal were put in good repair, and all tow paths put in good order.

TRENT CANAL.

The route of the Trent canal, as now in operation or under construction, lies between Trenton, on the bay of Quinté, where direct connection is made with lake Ontario, and Honey Harbour, on Georgian bay, from which port the waters of the Great Lakes are at once accessible. The portion of the canal now under construction lies between lake Couchiching and Georgian bay.

CANAL IN OPERATION.

That portion of the canal which lies between Trenton and Rice lake was formally opened for traffic on June 3, 1918. The extent of the canal now in operation may, therefore, be stated as 203.6 miles, or between Trenton and Washago, at the head of lake Couchiching. In addition to this, other channels maintained would approximate an additional 90 miles. Between Trenton and Rice Lake, the various construction contracts, which have been under way for some years past, were all brought to completion with the exception of a few details in the finishing up of the work which have no effect on the operation of the canal. On section 3, a small amount of dredging still

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remains to be done. Work on the Grand Trunk Railway high level bridge over the canal at Campbellford has been completed, but the removal of the piers of the old bridge has yet to be effected.

From Rice Lake westward the principal items of work carried out on the canal during the year were as follows: The main crossover valve in the Peterborough lift lock was removed, repaired, and replaced; new lower gates were provided for Lock No. 27, Stoney lake. East of Kirkfield lift lock, the rock cut on the north side was faced with concrete to prevent leakage through the open seams and resulting damage to property in the vicinity. On the lower Otonabee, dredging operations were resumed, and improvements in the channel effected. Similar operations were also carried on at Robinson's Island bar, and in the river below Bobcaygeon. The construction of a new concrete dam at Redstone lake was begun in August last, and will be resumed during the coming season. The old dam at Koshlong Lake was taken down and replaced by a new timber dam on the same foundation. The Swamp Lake and Eagle Lake dams underwent extensive repairs. At Nassau a brick dwelling was erected for the accommodation of the damkeeper and bridge tender. The work of reconstructing in concrete the pile centre piers above and below the Peterborough lift lock was completed early in January last.

CANAL UNDER CONSTRUCTION.

Severn Division.—A general description of the Severn Division is to be found in the Report of the Superintending Engineer included in the Annual Report for the fiscal year ending March 31, 1914, and in the Annual Report for the year ending March 31, 1918. The work on the division includes 6 locks, 16 dams and 8 bridges of which 1 lock, 10 dams and 2 bridges are finished and in commission. At the end of this fiscal year about 50 per cent of the work had been completed.

In January 1919, contracts were let to the York Construction Company for the easterly half of Section No. 1, and to the Randolph Macdonald Company, Limited, the former contractors, for the continuance of work on Section No. 3, on a "cost plus" percentage basis. To the end of the fiscal year work on Section No. 1 consisted chiefly in repairing and transporting plant, the building of camps, shops, etc., and some clearing. On Section No. 3 the work done consisted chiefly in excavation of rock ridges between the lock and the Canadian Northern Railway, building of coffer dams and rock excavation in the centre branch of the river at Washago, distribution of gravel and ties along the Canadian Northern Railway diversion, repairing camps, plant, etc. About 80 per cent of the material for the valves of Swift Rapids and Couchiching Locks has been delivered at the lock sites and part of it built into the walls.

Important survey work has been carried out during the year at Buckhorn Lake with a view to the preparation of navigation charts and future improvements of the navigation channel. Valuable reports have also been prepared in regard to stream measurements from observation taken during the past season.

ST. PETER'S CANAL.

This canal, as reconstructed between the years 1912 and 1917, has been in continuous operation. Since November last, the work of replacing the old wooden swing span used for highway traffic over the canal at St. Peters, N.S., by a steel span brought from Cardinal, Ontario, has been in progress. It is expected that the new bridge will be in commission in about two weeks time.

CANALIZATION OF THE ST. LAWRENCE RIVER.

For many years the question of the ultimate enlargement of the St. Lawrence Canal System between Lake Ontario and Montreal has been studied by the engineers of this department, and much data relating thereto has been obtained.

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During recent years the work of completing definite plans for such an enterprise, became necessary in order to enable us to deal intelligently with proposals, by private corporations, for the development of isolated water powers which might seriously conflict with any reasonable development of the navigation and power potentialities of the river as a whole. Under this impetus plans were evolved for a comprehensive development of the upper section of the river.

During the past season two boring parties have been investigating subsurface conditions on the sites of proposed works. Some survey work has also been done to supplement our information respecting the route from Lake St. Francis to the harbour of Montreal, and the plans for this section have been worked up.

A special publication entitled "St. Lawrence River Route and Canals" was published in 1919. It contains details of canals, specially the location, and length of canals, depth of water in the locks and their size, etc.

RAILWAYS.

HUDSON BAY RAILWAY.

By the close of 1918, this road had been completed for a distance of 334 miles north of Le Pas, Manitoba, or up to and including the second crossing of the Nelson River at Kettle Rapids. Between this point and the ocean terminus at Port Nelson on Hudson Bay, a distance of about 90 miles, the line has been graded only. The railway was taken over from the contractor on October 9, 1918, by the Government, and has since been operated for them by the Canadian National Railways Management.

HUDSON BAY RAILWAY TERMINUS, PORT NELSON, MAN.

During the previous season (1917-18) practically all the materials on hand were used in the various works under construction. Owing to war conditions, it had been impossible to replenish the stock, so that in the past year little further progress with the work was found possible. The preparation of a new set of charts of the Nelson Estuary was carried through in the summer of 1918, it having been found from experience that the existing charts were far from reliable. Careful surveys were made, and the findings therefrom indicated the existence of very satisfactory conditions for navigation. Across the outer bar, which is situated 18 miles from the partly constructed island, it was found that there was a channel $33\frac{1}{2}$ feet deep at high water neap tides, and 1,200 feet wide, the distance of this channel from the nearest shore being six miles.

The wireless station was closed down at the end of the season, and the force reduced to seven men who have been left to look after the works and plant.

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CANALS OF CANADA.

| Name. | Location. | Length in Miles. | Locks. | | | |
|--|---|------------------------|--------|---------------------|--------|--------|
| | | | No. of | Minimum dimensions. | | |
| | | | | Length. | Width. | Depth. |
| <i>St. Lawrence and Great Lakes.</i> | | | | Ft. | Ft. | Ft. |
| Lachine..... | Montreal to Lachine..... | 8.50 | 5 | 270 | 45 | 14 |
| Soulanges..... | Cascades Point to Coteau Landing..... | 14.00 | 5 | 280 | 45 | 15 |
| Cornwall..... | Cornwall to Dickinson's Landing..... | 11.00 | 6 | 270 | 45 | 14 |
| Farran's Point..... | Farran's Point Rapid..... | 1.25 | 1 | 800 | 50 | 14 |
| Rapide Plat..... | Rapide Plat, Morrisburg..... | 3.67 | 2 | 270 | 45 | 14 |
| Galops..... | Iroquois to Cardinal..... | 7.33 | 3 | | | 14 |
| Murray..... | Isthmus of Murray, Bay of Quinté..... | 5.17 | None. | | | 12 |
| Welland..... | Port Dalhousie, Lake Ontario to Port Colborne, Lake Erie..... | 26.75 | 26 | 270 | 44 | 14 |
| Sault Ste. Marie.... | St. Mary's Rapids, 47 miles West of Lake Huron..... | 1.41 | 1 | 900 | 60 | 19.5 |
| <i>Ottawa and Rideau rivers.</i> | | | | | | |
| St. Anne Lock..... | Junction of St. Lawrence and Ottawa rivers..... | 0.12 | 1 | 200 | 45 | 9 |
| Carillon..... | Carillon rapids, Ottawa river..... | 0.75 | 2 | 200 | 45 | 9 |
| Grenville..... | Long Sault Rapids, Ottawa river..... | 5.75 | 5 | 200 | 45 | 9 |
| Rideau..... | Ottawa to Kingston..... | 126.25 | 47 | 134 | 33 | 5 |
| | Rideau Lake to Perth (Tay Branch).... | 7.00 | 2 | 134 | 33 | 5 |
| <i>Richelieu river.</i> | | | | | | |
| St. Ours Lock..... | St. Ours, Que..... | 0.12 | 1 | 200 | 45 | 7 |
| Chambly..... | Chambly to St. Johns, Que..... | 12.00 | 9 | 118 | 22.5 | 7 |
| <i>Miscellaneous.</i> | | | | | | |
| Trent..... | Trenton to Peterboro Lock, Peterboro... Peterboro Lock to head of Lake Couchi- ching..... | 89.0 | 18 | 175 | 33 | 8.3 |
| | Sturgeon Lake to Port Perry (Scugog Branch)..... | 114.6 | 23 | 134 | 33 | 6 |
| St. Peter's..... | St. Peter's Bay to Bras d'Or Lakes, Cape Breton, N.S..... | 30.0 | 1 | 142 | 33 | 6 |
| | | 0.49 | 1 | 300 | 48 | 18 |

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TABLE SHOWING THE DATES OF THE OPENING AND CLOSING OF THE CANALS FOR THE SEASONS, 1916, 1917, 1918 AND 1919.

| CANALS. | 1916. | | 1917. | | 1918. | | 1919. | |
|--------------------------------|-------------------------------|-----------------------|--------------------|---------------------|----------------------|---------------|---------|---------|
| | Opened. | Closed. | Opened. | Closed. | Opened. | Closed. | Opened. | Closed. |
| Lachine..... | Apr. 26 | Dec. 15 | Apr. 25 | Dec. 15 | Apr. 30 | Dec. 17 | Apr. 16 | Dec. 12 |
| Soulanges..... | " 26 | " 15 | " 25 | " 15 | May 1 | " 17 | " 18 | " 12 |
| Grenville..... | " 29 | Nov. 30 | " 26 | Nov. 26 | " 1 | Nov. 30 | May 1 | Nov. 25 |
| Carillon..... | " 29 | " 30 | " 26 | " 26 | " 1 | " 30 | " 1 | " 25 |
| Ste. Anne's..... | " 25 | Dec. 2 | " 25 | " 30 | Apr. 26 | " 30 | Apr. 17 | " 30 |
| Chambly..... | May 1 | " 1 | May 1 | " 27 | May 1 | " 30 | May 1 | " 30 |
| St. Ours..... | Apr. 22 | | " 1 | " 27 | Apr. 29 | " 20 | Apr. 23 | " 30 |
| Cornwall..... | " 24 | " 14 | Apr. 14 | Dec. 12 | " 24 | Dec. 17 | " 17 | Dec. 13 |
| Williamsburg.. | " 24 | " 16 | " 17 | " 10 | " 26 | " 16 | " 17 | " 17 |
| | " 24 | " 16 | " 17 | " 10 | " 24 | " 16 | " 17 | " 13 |
| | " 24 | " 16 | " 17 | " 10 | " 24 | " 16 | " 17 | " 13 |
| Murray..... | " 17 | " 7 | " 18 | " 1 | " 21 | " 7 | " 14 | " 4 |
| Welland..... | " 22 | " 16 | " 18 | " 8 | " 23 | " 20 | " 19 | " 13 |
| Sault Ste. Marie..... | " 18 | " 19 | " 25 | " 16 | " 23 | " 17 | " 19 | " 13 |
| Rideau.. | At Ottawa..... | May 1 Nov. 30 | May 1 Nov. 30 | May 1 Nov. 30 | May 1 Nov. 30 | May 1 Nov. 30 | " 11 | " 15 |
| | At Kingston..... | " 1 " 30 | " 1 " 19 | " 1 " 19 | " 1 " 30 | " 1 " 30 | May 1 | Nov. 28 |
| Hastings to Rice Lake..... | Apr. 28 | " 14 | May 5 | Dec. 4 | May 6 | " 16 | May 15 | Nov. 14 |
| Rice Lake to Peterborough..... | " 25 | Dec. 9 | " 5 | " 4 | Apr. 20 | Dec. 4 | May 3 | Nov. 24 |
| Peterborough to Lakefield..... | May 18 | Nov. 9 | " 23 | Nov. 19 | May 17 | Nov. 27 | May 10 | Nov. 25 |
| Peterborough Lift Lock..... | " 15 | " 9 | " 24 | " 3 | " 17 | " 6 | May 15 | Nov. 7 |
| Lakefield to Bobcaygeon..... | " 9 | " 23 | " 2 | " 9 | " 9 | " 21 | Ap.. 29 | " 15 |
| Trent.... | Bobcaygeon to Rosedale..... | Apr. 27 " 30 | " 12 " 14 | " 6 " 28 | " 21 " 18 | | | |
| | Kirkfield Lift Lock..... | May 15 " 3 | June 2 Oct. 24 | " 24 Oct. 25 | May 21 Oct. 23 | | | |
| | Kirkfield to Lake Simcoe..... | " 5 Oct. 14 | May 26 Nov. 1 | " 25 Nov. 1 | May 7 " 23 | | | |
| | Lake Simcoe to Orillia..... | " 1 Nov. 16 | " 26 " 1 | " 25 " 5 | May 1 Nov. 20 | | | |
| St. Peter's..... | Seugog River and Lindsay Lock | " 1 " 11 | Apr. 18 " 19 | Apr. 26 " 22 | Apr. 12 Nov. 23 | | | |
| | | Sept. 1 Jan. 18 1917. | " 16 Jan. 15 1918. | May 3 Jan. 13 1919. | Apr. 10 Jan. 3 1920. | | | |

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APPENDIX IV.

REPORT OF C. N. MONSARRAT, CHAIRMAN AND CHIEF ENGINEER OF THE
QUEBEC BRIDGE.

OTTAWA, ONT., March 31, 1919.

I beg to submit herewith, my final progress report on the construction of the Quebec Bridge, as follows:—

In May, 1918, there still remained the following work to be carried out, viz.:—

Completion of the painting.

Completion of the riveting.

Completion of concrete sidewalks.

Completion of the erection of hand-railing.

Removal of falsework pedestals on north and south shores.

Grading and cleaning up around south anchor pier.

Removal of docks and cribs, northshore.

Placing of riprap outside the new north main pier.

During the summer, the contractor had about 150 men employed on painting, and another 100 employed on the various works mentioned above.

On August 21, the bridge was submitted to a test load, in accordance with the requirements of the specification. The test was made with two heavily loaded freight trains with four Santa Fé freight engines, which covered both tracks of the main span between the main piers. The engines and loaded cars were the heaviest available, the total weight of these trains being 6,627 tons. The load was placed in such a position as to give the greatest stress in the members of the cantilever, and allowed to remain for two hours. The test was satisfactory in every respect.

At the same time, I made a thorough inspection of the work in its entirety, and reported that everything had been satisfactorily completed, according to the contract which the Government had entered into with the St. Lawrence Bridge Company Limited.

On November 18, the final estimate was passed in favour of the St. Lawrence Bridge Company and the structure taken over from the contractors and accepted as complete.

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APPENDIX V.

REPORT OF ALEX. FERGUSON, ENGINEER IN CHARGE OF LIFTING RAILS
FOR WAR PURPOSES.

The following is a summary of the work done during the fiscal year ending March 31, 1919, in connection with the lifting of rails for war purposes.

The construction of the highways between Otley and Carrot creek and between Peers and Fultow, for the relief of settlers, was finished and another highway was constructed from Rosevear, on the Grand Trunk Pacific, to Horner, in order to give settlers on the abandoned Canadian Northern line access to the Grand Trunk Pacific.

Authority was given for the settlement of the numerous claims for compensation which had been filed. All claims received were thoroughly investigated and the greater number settled. Of 228 settlers in the district affected, 121 were paid compensation, 50 were not considered to have suffered, 53 had their entries cancelled at the instance of the Department, and 4 could not be traced. One storekeeper's claim was settled and one is still under investigation. Compensation was paid on 156 lots and 23 buildings in the townsite of Tollerton and the affairs of the Tollerton School District were wound up. The claims of six lumber operators were settled and the claim of a coal mining company fully investigated.

The entire Joint Section was re-surveyed and plans partially prepared.

The question of the economic operation of the Pocahontas Branch and its possible elimination was fully investigated.

CANAL STATISTICS

STATISTIQUE DES CANAUX

